MICROFILM

# START OF ROLL

CONSTRUCTION CONTRACTS

ROLL NO. 219

CONTRACT NUMBER: 9147

1980 (CONT. FROM 218)

1980 SE 92nd Ave.-SE Lester Ave. Sec. of E. Portland Fwy. (grading & sound walls) 9147

CONTINUED

I-205, SE Foster Rd. - SE Causey Ave.

A traffic noise complaint has been received from residences located along SE 91st Avenue near SE Lester Avenue (Attachment A). This area is adjacent to the recently constructed SE Foster Rd. - SE Causey Ave. Section of I-205. A noise evaluation of the area indicated that present traffic noise is near the FHWA design level. In addition, traffic noise levels will greatly increase once the remainder of I-205 is completed. It was noted that other areas along this section may also be adversely affected by traffic noise. Thus, the scope of the investigation has been enlarged to include the entire SE Foster Rd. - SE Causey Ave. Section of I-205.

The traffic analysis of this freeway section, projects a 1996 peak hour volume of 7,550 vehicles with 6.4% trucks. This traffic loading should extend the $L_{10}70$ dBA contour to about 400 feet from road centerline. Unless acoustic shielding is present, any receptors lying within this distance should be exposed to traffic noise over the FHWA design level.

This information was then correlated with land-use data to obtain an approximate number of traffic noise impacts. The number of impacted receptors, using this criteria is 150 single-family residences, 20 apartment units, and 35 mobile home spaces. To be more specific, this section has been divided into eight area. These areas have somewhat similar topography or typical roadway cross sections. The locations of these areas is shown in Figure #1 with the impact break-down data provided in Table #1. The figures in Table #1 represent those receptors which were either present prior to the freeway's construction or were

in the planning stages of development. Those receptors planned and built after this time were not included in the analysis.

Another criteria for traffic noise impacts is a significant increase in those noise levels which existed prior to the project's construction. This area originally had rather quiet surroundings, possibly an $L_{10}$ 45-55 dBA. Thus, traffic noise levels much lower than $L_{10}$ 70 dBA may degrade the acoustic environment. Consequently, this guideline should bring still more noise receptors into the impacted status. A rough estimation of the number of impacts, increases the totals to 370 single-family residences, 70 apartment units, and 90 mobile home spaces.

Mitigation of traffic noise impacts is possible in many areas, Figure #1. Total abatement may not be feasible in all areas. For these locations, partial abatement would help reduce the severity of the impacts. An approximation of the height and length of the noise barriers was obtained by visual inspection. This data is given in Table #2.

Area #1 is a very densely populated residential area. The nearest residences are 200-300 feet from road centerline. The roadway through this area is in a fill section. The best position for a noise barrier would be along the northbound shoulder. Such a barrier would help improve the conditions at the residences over the $L_{10}$ 70 dBA level. Also, this barrier would reduce the noise level increases anticipated for many other residences.

Area #2 is similar to Area #1. One difference is that the nearest receptors are 200-250 feet from road centerline. Similarly, the barrier should be positioned along the southbound shoulder.

Area #3 has both dense and scattered housing. The nearest residences are located 200-400 feet from road centerline. The noise barrier should again be positioned along the road shoulder. This area also has many additional residences which would benefit from the traffic noise reduction.

Area #4 is largely undeveloped. The only receptor over $L_{10}$ 70 dBA is located 250 feet from road centerline. As before, the roadway is elevated with the best barrier location along the shoulder. Only a few scattered residences outside of the $L_{10}$ 70 dBA contour would also profit from such a barrier.

Area #5 is a typical residential area. The nearest houses are 180-400 feet from the road centerline. In this area, the east side of the road makes a transition from a fill section to a cut section. The majority of residences though, are situated above the roadway on a hillside. A barrier design was previously done for the residences along SE 91st Avenue. The design called for a earthen berm ranging from 20-32 feet above the roadway. The remainder of the impacted receptors may be shielded by a barrier along the shoulders. These mitigation devices will also protect many additional residences outside the $L_{10}$ 70 dBA contour.

Area #6 is not as densely developed. Most of the impacted residences are outside of the $L_{10}$ 70 dBA contour. The nearest residence is 400 feet from road centerline. The roadway through this area is in a depressed section. The barrier is best located along the west side of the frontage road between SE Lester Avenue and SE Con Battin Road. This barrier would also benefit the residences outside the $L_{10}$ 70 dBA contour.

Area #7 is not a densely populated area, although new housing developments are being constructed. The nearest house is 400 feet from road centerline. The remaining residences are located above the roadway on a hillside. These houses are well outside of the $L_{10}$ 70 dBA contour. Thus no mitigation is recommended.

Area #8 has a variety of scattered and highly developed residential areas. The nearest residences are positioned 170-300 feet from road centerline. The roadway is generally in a cut section, although some segments may be at-grade. Some of the receptors currently benefit by shielding from topography and cut sections. Barriers may be designed to complete the needed shielding. Barrier #8(a) would fill a small gap between two knolls. Barrier #8(b) would help shield a housing development along SE Spencer Drive and SE Owen Drive. Barrier #8(c) would abate excessive traffic noise for a few scattered residences along SE Causey Avenue. These barriers would benefit residences outside of the $L_{10}$ 70 dBA contour as well as within the contour.

Designated land use along this section is primarily for single or multi-family development. The areas between the Portland Traction Line and Johnson Creek are zoned for industrial, as is an area near the Otty Rock overcrossing.

As shown, the construction of I-205 has and will adversely affect many residences. Some will be impacted under the $L_{10}$ 70 dBA criteria. Many more will be impacted by significant noise level increases. The construction of traffic noise barriers would help alleviate this condition.

Field measurements and mathematical computations will be necessary to confirm and provide data for detailed design of mitigating devices.

Table #1

Receptors Over the $L_{10}$ 70 dBA Design Level in 1996
(Assuming No Accoustic Shielding)

| Area | Number of Impacted Receptors |
|---|---|
| Area #1 | 28 Single-Family Residences |
| Area #2 | 44 Single-Family Residences<br>6 Apartment Units |
| Area #3 | 33 Single-Family Residences<br>20 Apartment Units<br>6 Trailer Court Spaces |
| Area #4 | 1 Single-Family Residence |
| Area #5 | 23 Single-Family Residences |
| Area #6 | 2 Single-Family Residences |
| Area #7 | 2 Single-Family Residences |
| Area #8 | 15 Single-Family Residences<br>30 Trailer Court Spaces |

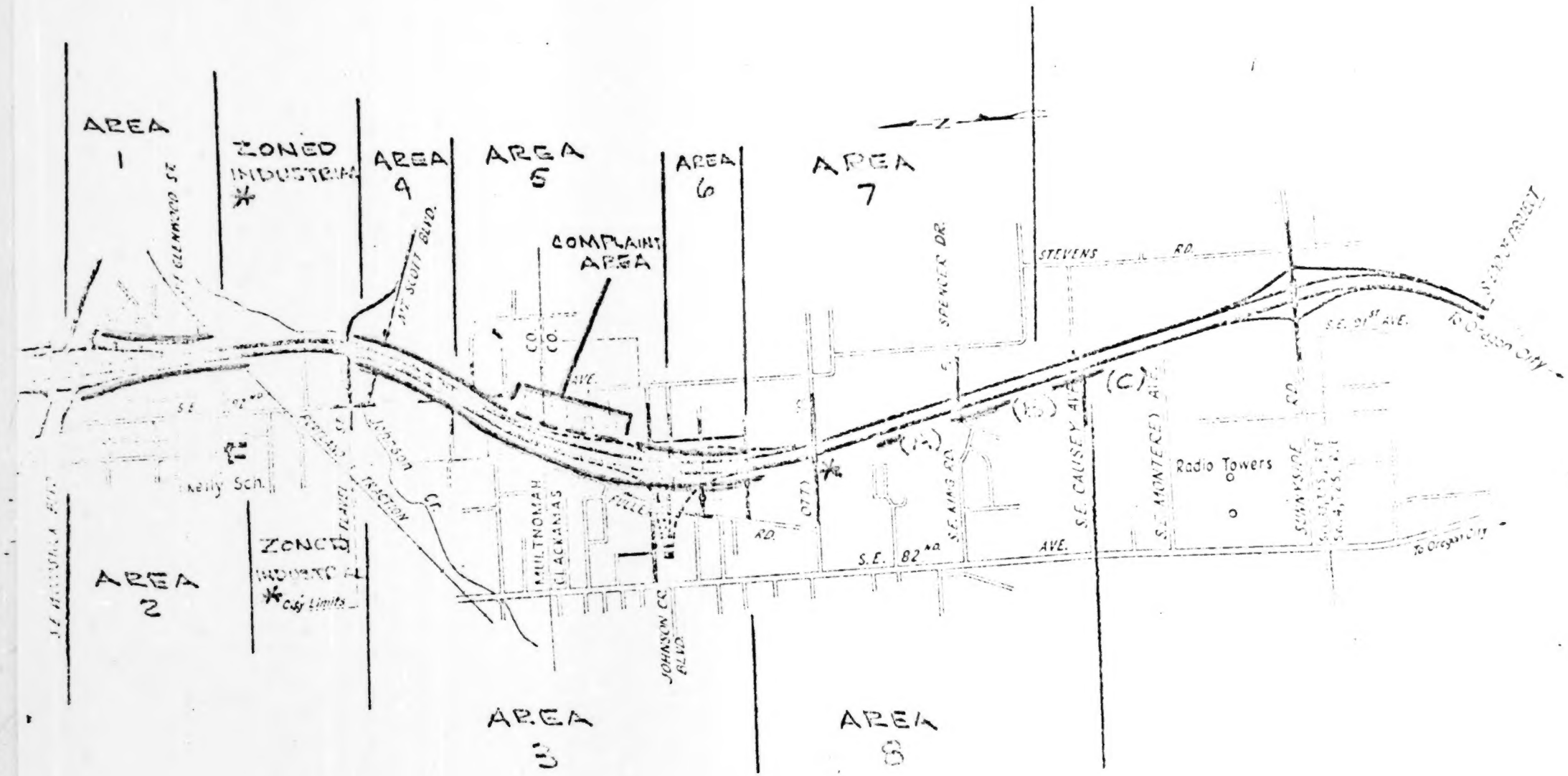
Table #2

Estimation of Barrier Height and Length

| Area-Barrier | Height | Length |
|---|---|---|
| #1 | 6-12 ft. | 1,700 ft. |
| #2 | 6-12 ft. | 2,500 ft. |
| #3 | 6-12 ft. | 5,500 ft. |
| #4 | 6-12 ft. | 1,200 ft. |
| #5 | 6-32 ft. | 3,200 ft. |
| #6 | 6-12 ft. | 1,000 ft. |
| #7 | * | * |
| #8(a) | 6-12 ft. | 300 ft. |
| #8(b) | 6-16 ft. | 1,200 ft. |
| #8(c) | 6-12 ft. | 1,000 ft. |

* No mitigation recommended

# I-205 FOSTER RD - CAUSEY AVE




— PREDICTABLE NOISE PROBLEM-MITIGATION IN EA2

--- PROPOSED MITIGATION (NOISE COMPLAINT AREA)

* ZONED INDUSTRIAL - OTHER AREAS ZONED RESIDENTIAL MULTI-FAMILY

FIGURE 1

# ATTACHMENT A

I-205 Noise Complaint

On May 25, 1976 a field investigation was conducted for the I-205 noise complaint at 8725 S.E. 91st. The house is situated on the east side of the freeway just south of the Multnomah County line. It sets on a hillside above the roadway at a distance of 300 feet from the nearest traffic lane. Figure #6 was taken from the west shoulder of the southbound lanes and shows the position of the house. The homeowner was very cooperative in allowing measurements to be taken both on the interior and the exterior of the house. The interior microphone was located in the room having the greatest noise interference problem. This location is shown in Figure #5, being the room with the window to the far right. The second mic was placed in the yard facing the freeway as shown in Figures #3, 4, and 5. Figure #1 shows the relative placement of the microphones with the house and the freeway. Two sets of interior and exterior measurements were taken. One was made with the windows closed and the other with the windows open. The results are given in Figure #2.

Traffic data was obtained from the Traffic Section for the year 1996 assuming the completion of I-205. The 1996 ADT is 76,000 with peak hour flows occurring in the afternoon of 3,970 for northbound traffic and 3,580 for southbound traffic. The traffic conditions for 1996 peak hour were used to calculate an $L_{10}$ level of 76 dBA for the exterior area. This was accomplished using the noise prediction method contained in the NCHRP Report 117/144.

An additional set of measurements was taken at 8713 S.E. 91st. This house is located 250 feet from the nearest traffic lane. Again, interior and exterior measurements were made with the windows closed and open. Figures #7 and #8 show

the location of the house and the exterior microphone. The interior microphone was located in the center portion of the house. A sliding glass door connects the deck on which the exterior microphone was located with the room the interior microphone was positioned in. Figure #2 gives the results of the measurements. We anticipate $L_{10}$ levels to reach 77 dBA in the year 1996 for the exterior area facing the freeway.

Attenuation of excessive traffic noise levels should be accomplished utilizing a wall or berm/wall barrier. This barrier should extend above the line of sight between the receptors and the traffic noise sources by 2 ft. The barrier should extend along the East side of the roadway from S.E. 92nd Ave. to S.E. Lester Ave. The effects of the shielding should lower the $L_{10}$ levels to 70 dBA in 1996.

Figure #1

270 feet

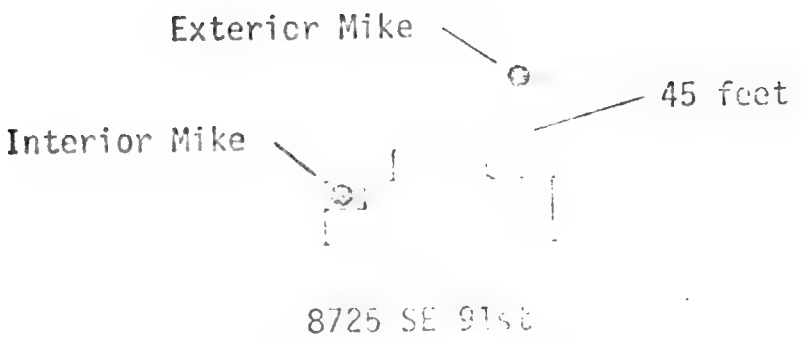


FIGURE #2

| | Date & Time | Traffic Count | $L_{10}$ dBA Levels | |
|---|---|---|---|---|
| | | Veh./Hour | Int.** | Ext. |
| 8725 SE 91st: | | | | |
| Windows Closed | 5-25-76 2:00 p.m. | 790 | 35 | 65 |
| Windows Open | | 825 | 53 | 63 |
| 8713 SE 91st: | | | | |
| Windows Closed | 5-25-76 3:00 p.m. | 905 | 45* | 71 |
| Windows Open | | 1090 | 58 | 71 |

*Sliding glass door was not completely closed due to microphone cable.

**Windows are double-pane glass

Figure #3

Figure #4

Figure #5

Figure #6

Figure #7

Figure #8

STATE OF OREGON

INTEROFFICE MEMO

GENERAL FILES

TO: MEMO TO FILE

DATE: June 28, 1978

FROM: ROBERT N. BOTHMAN
Administrator

SUBJECT: Noise Mitigation Foster-Causey Section
I-205

Responded to a phone call from Harold Juedes, 8715 SE 91st Avenue, concerning two year request for noise mitigation adjacent to I-5 on the subject section.

I advised him that we had completed an evaluation of the existing and projected noise levels and preliminary design work to come up with a feasible berm, but are now faced with financial constraints and the priority of noise mitigation on existing freeway sections.

I did advised Mr. Juedes that our technical services engineer had recommended against the project, pending completion in two or three months of a policy relative to noise mitigation, landscaping and other highway related improvements not necessary for the movement of traffic.

I did provide Mr. Juedes with Fred Klaboe's name and address. He will likely be corresponding with Mr. Klaboe in the near future requesting noise mitigation for the neighborhood area along I-205 on the subject section.

lh

cc: F. B. Klaboe
E. S. Hunter

RECEIVED
TECHNICAL SERVICES
JUN 2 ) '78
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

STATE OF OREGO.. INTERO. CE MEMO

TO: F. B. Klaboe

DATE: June 23, 1978

FROM: E. S. Hunter
Technical Services Engineer

~~SUBJECT~~:

Subject: Noise Control Projects
S. E. Foster-S. E. Causey Avenue Section
East Portland Freeway

Haines Road-Tualatin River Section
Pacific Highway

I cannot recommend these projects at the present time, nor can I recommend any project requiring a retro-fit of a highway in operation.

To proceed at this time with any retro-fit noise mitigation project would, in itself, establish policy which is currently being developed for review by the Department and the Commission. I expect the policy to be in draft form, together with a report, in about two to three months.

The subject projects, togehter with other retro-fit projects proposed because of citizen complaints, should all wait until that report and policy is adopted.

ESH:ja

Attachment

cc L. W. Rulien
R. N. Bothman
H. S. Coulter
J. H. Versteeg
Gary Potter
Frank Terpin

NOTED
F. B. KLABOE

81-125-1387

# OREGON STATE HIGHWAY DIVISION
## PROJECT REQUEST

**A. IDENTIFICATION:** Date: May 23, 1978

Proposed Section: S.E. Foster Road - S.E. Causey Avenue Region: 1

Highway: East Portland Freeway St. Hwy. No. 64 M.P. 15.2 to M.P. 17.8 Length: 2.6

County(s): Multnomah and Clackamas (Attach Sketch Map)

Recommended Construction Date: 1979 - 1980 Proposed 6 YP Not in

Method of Doing Work: Contract X St. Force ____ Other ____

**B. FINANCING**

| | Section | Year | Funds Available |
|---|---|---|---|
| Postpone ☐ | | Current 6 YP | |
| | | Recommend | |
| Cancel ☐ | | Current 6 YP | |
| | | Recommend | |

If not one of the above - Recommended Financing: _____

FAI [X] . FAP [ ] . FAS [ ] . ST. CONST. [ ] . OTHER [ ] _____

**C. ROADWAY & TRAFFIC**

| | Width | | | Structures | | Extg. Traffic (Year ) | | Proj. Traffic (Year ) | |
|---|---|---|---|---|---|---|---|---|---|
| | No. Lanes | Pvmt. | Shldrs. | Walks | No. | Tot. Lng. | ADT | Service Level | ADT | Service Level |
| Existing Facility: | | | | | | | | | | |
| Proposed Facility: | N/A | | | | | | | | | |

**D. DEFINE THE PROBLEM:** Auto and truck noise in the residential areas adjacent to the freeway

**E. PROPOSED SOLUTION:** Construct sound berms, or walls to provide attenuation of auto and truck noise.

**F. REASON FOR REQUEST AT THIS TIME:** To initiate field survey, prepare required environmental documents, prepare plans, specifications and estimate.

**G. COST ESTIMATE**

| | |
|---|---|
| Roadway Work | $ |
| R/W (Approx: No. of Parcels ____, Acres ____, Any Reloc. ____). | |
| Structures | |
| Other (Define) Sound berms and walls | 2,075,000 |
| Preliminary Engineering (By Whom) METRO Design (ODOT) | 100,000 |
| TOTAL | $ 2,175,000 |

**H. REQUESTED BY:** Allan L. Pittman
Region Engineer or Section Head

Approval/Disapproval — H. Coulter — 5/24/78 — Recommend consideration with next 6 yr update
State Highway Engineer — Date — Remarks & Action Taken

Approval/Disapproval _____
Asst. Director for Operations — Date

Oregon Transportation Commission

Approval Date _____

# PROJECT REQUEST FORM

General Instructions

Use this Project Request form for all State Highway System projects (Except Title II and nonchanged projects from approved 6 Year Program).

Submit 1 copy through State Highway Engineer to Project Management to confirm project financing and to coordinate followup activities.

The Office of Project Management will:

1. Circulate the request through the appropriate design engineers if necessary to confirm project financing.
2. Maintain project request file and initiate designated administrative action.
3. Advise involved Section and Region Engineers of approval or denial of request.

Special Instructions (Items A through H)

A,B,C. Self-explanatory.

D. Describe in detail facility and history. Information should be given other than that now available in regular statistical publications. Particularly express local feelings and region knowledge needs, trends, access problems, or reference to possible congestion, etc.

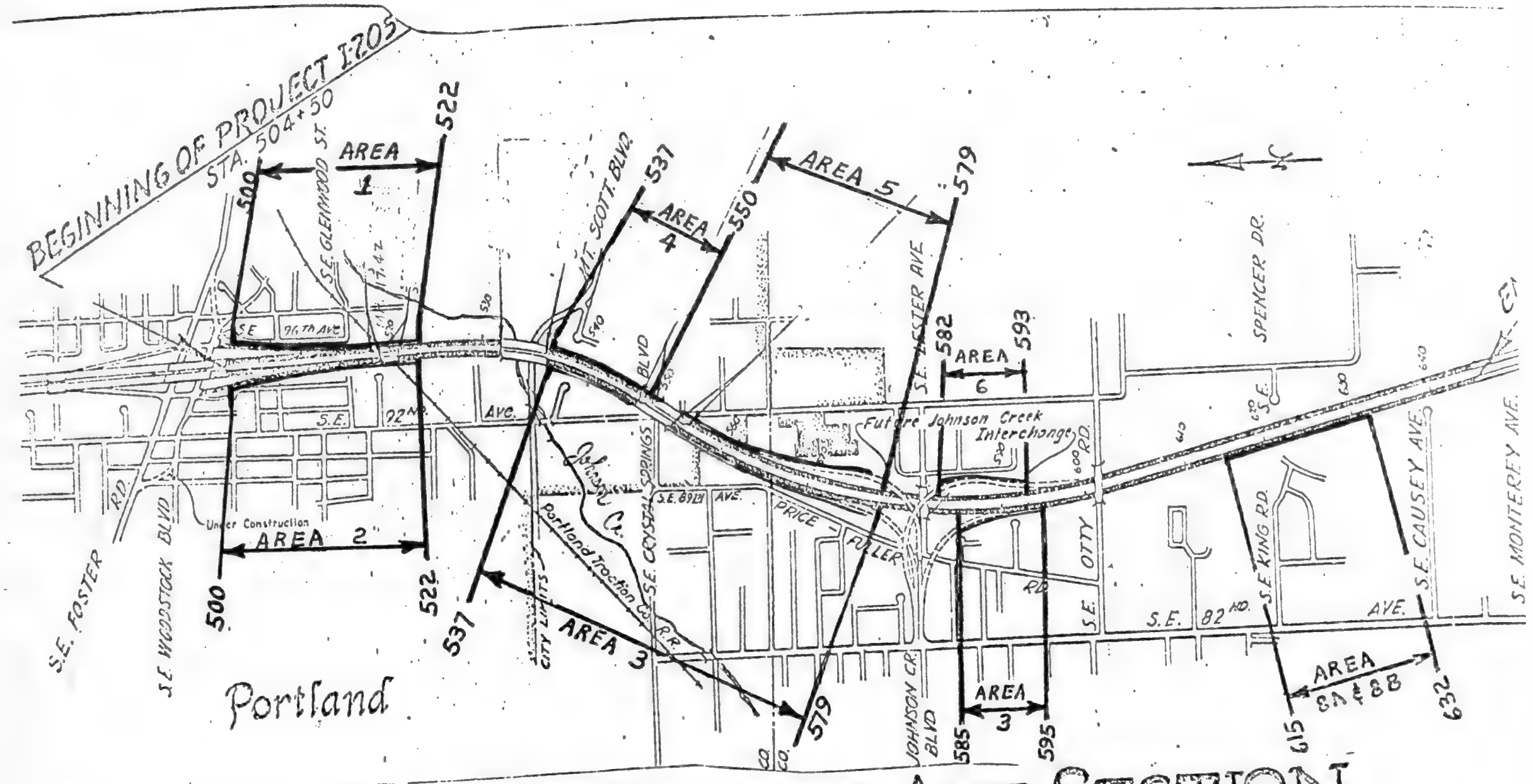
E. Describe solution in terms of major or minor; i.e., realignment, lane widening, shoulders, right-of-way, pavement etc. Exact dimensions are not required.

F. Narration in this portion should answer who and why. This may be an old recognized problem, but what recent particulars call for submitting the project at this time? Is the project a direct result of other agreements? Information is required as to why this proposal is more important than others in the region and how it rates priority-wise with other project needs.

G. This should be programming estimate similar to windshield or field-type reconnaissance using 40 percent additive.

H. This section to be completed by Salem office during project review and prioritizing efforts, except for Region Engineers signature.

COMMENTS:




# FOSTER RD.-S.E. CAUSEY AVE. SECTION

## EAST PORTLAND FREEWAY HIGHWAY

## MULTNOMAH & CLACKAMAS COUNTIES

## NOISE MITIGATION PROJECT

STATE OF OREG[illegible] INTERC[illegible]'CE MEMO

TO: MEMO TO THE FILE DATE: June 19, 1978

FROM: DONALD R. ADAMS
Project Development Manager

SUBJECT: I-205 Noise Study

I received a call from Mr. Don Kenton of the Mt. Scott Neighborhood Association. He wanted to know when we would begin construction "to correct the noise problem" in the vicinity of 92nd Avenue overcrossing to mitigate the noise on this Mt. Scott neighborhood. Mr. Kenton was under the impression that we would begin construction this year. I advised him that our intentions as far back as 1976 were to begin preliminary engineering this year. Construction could be started in 12 months for the project if it were approved. I advised Mr. Kenton that the request for project approval was being reviewed in Salem and a decision could be expected shortly.

Mr. Kenton was very upset by the fact that we did not have the project underway and will probably request noise measurements be made by DEQ to determine the increase in noise level since a year or so ago. He is adament about having the problem corrected and regularly cites the Federal regulations for noise mitigation.

Mr. Kenton said that traffic noise has become much worse since their last meeting with Mr. Bothman. He advised that an association meeting would be called after which they would want to talk to Mr. Bothman and probably to Mr. Klaboe in an effort to gain approval for the project.

DRA/ldo

cc: F. B. Klaboe
E. S. Hunter
R. N. Bothman
G. A. Potter

FORM 81.734.3030

# OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

July 8, 1977

Salem, OR 97310

FILE:

FROM: Gary A. Potter, Manager
Environmental Section

SUBJECT:

TO: E. S. Hunter
Technical Services Engineer

Attached, for your information, is a brief report on some testing we did on the I-205 sound berm effectiveness during the construction phase.

GAP:ss

Attachment

cc: R. N. Bothman w/attach
Ed Hardt w/attach
J. H. Versteeg w/attach
Walt Hart w/attach

RECEIVED
DOT OPERATIONS
JUL 12 '77
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

RECEIVED
STATE HWY ENGR
JUL 11 '77
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

# I-205: Abatement of Construction Noise

The Powell Blvd.-Foster Rd. Section of the I-205 Project has had sound berms incorporated into the design to reduce traffic noise. This section passes near Lent School and some residential areas. In the vicinity of Lent School, the freeway has been depressed and sound berms located along both right-of-way lines.

To provide additional protection, the sound berms were constructed during the early stages of the project's earthwork. Thus, the sound berms would also help shield residences from construction noise. Noise level measurements were taken near Lent School during construction to determine the effectiveness of the sound berms. The locations of the two sites are shown in Figure #1. A cross-section of the roadway and sound berms is provided in Figure #2.

Site #1 was located near a residential area. Two microphones made simultaneous recordings of trucks and scrapers hauling material along the freeway alignment. The front mike was located on top of the berm and was not shielded from the construction noise. The back mike was positioned at a heighth of 5 ft. above the ground. This mike had protection from the construction noise, provided by the sound berm. Reduction of the data yielded an effective shielding value of 12 dBA This figure has been adjusted for distance and is in reference to the mike location nearest the residence.

Site #2 was located along the right-of-way behind Lent School. Again simultaneous recordings were made. One mike was 5 feet above the ground and was protected by the sound berm. The second mike was 30 feet above the ground and had no shielding provided by the sound berm. The data showed a reduction of 12 dBA at this site also.

To put the 12 dBA figure in perspective, a 10 dBA reduction would be perceived as a halving of the noise level. The sound berms were designed to provide 5 dBA of noise shielding for traffic noise. The results obtained from the construction trucks and scrapers may or may not correlate well with data using freeway traffic as a noise source. But these results have shown that the sound berms are effective in reducing some types of construction noise.

SL:cjh

Figure 1

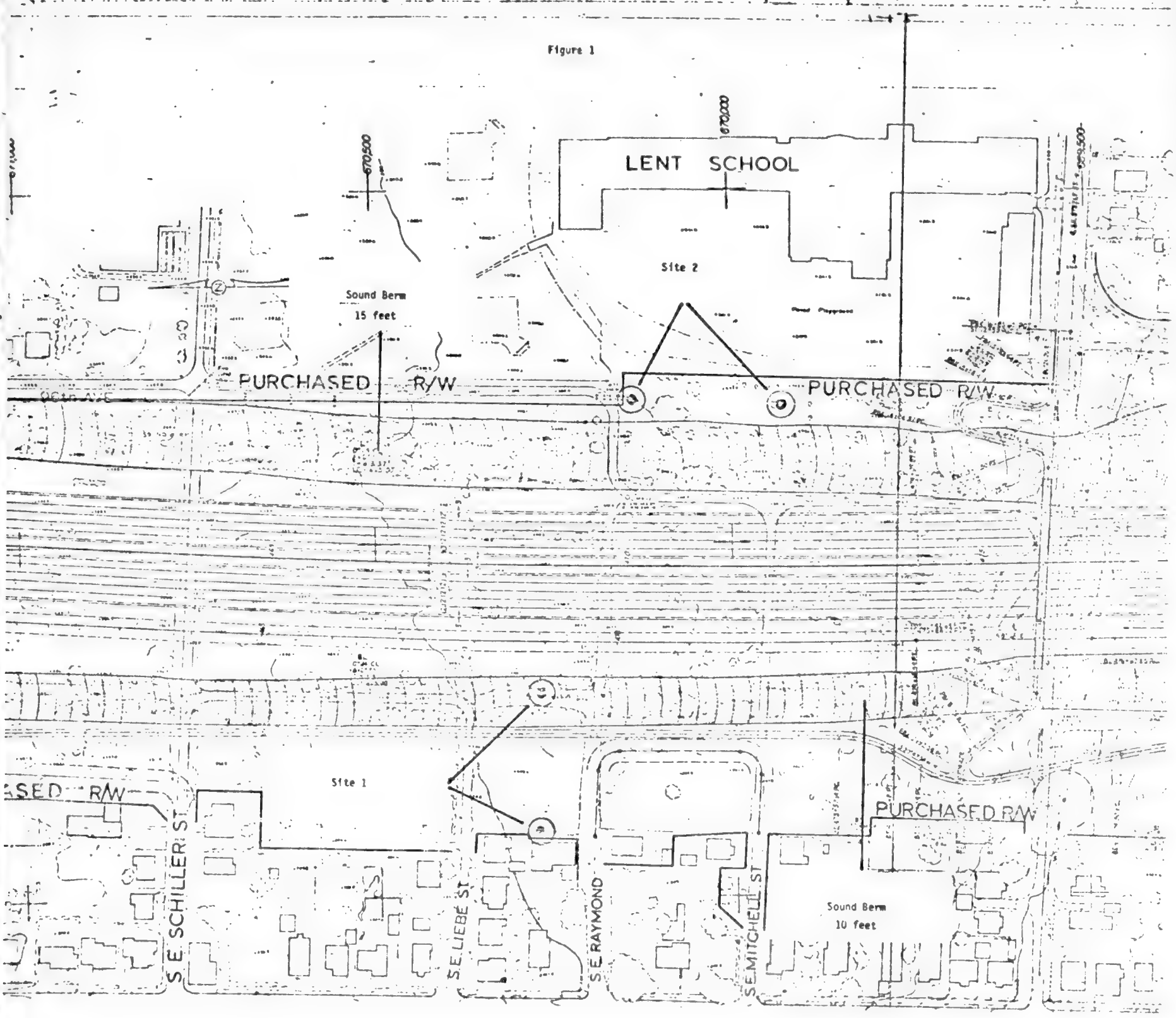
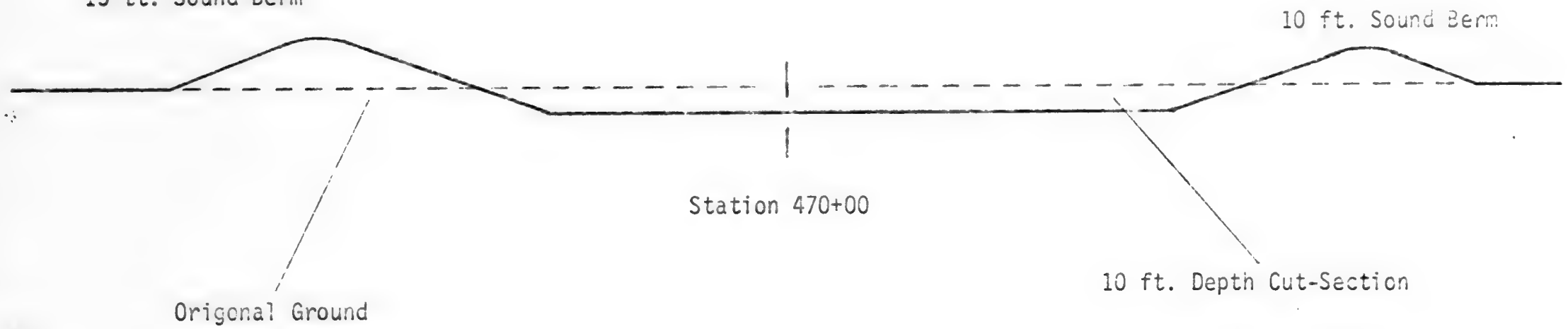

670000
670500
LENT SCHOOL
Site 2
Sound Berm
15 feet
PURCHASED R/W
PURCHASED R/W
Site 1
PURCHASED R/W
S.E. SCHILLER ST
S.E. LIEBE ST
S.E. RAYMOND
S.E. MITCHELL ST
Sound Berm
10 feet

Figure 2

Roadway Cross Section



FORM 81-734-3030

# OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Salem, Oregon

January 4, 1977

FILE:

FROM: Don N. Stoudenmeyer
Preliminary Design Supervisor

SUBJECT: Sound Berm
S.E. 92nd Ave.-S.E. Lester Ave.
East Portland Freeway

TO: MEMO TO THE FILES

Mr. Olson's December 20, 1976, memo set forth the design features and cost of providing a sound berm on the east side of I-205 from S.E. 92nd Avenue to S.E. Lester Avenue to mitigate a noise impact on a group of houses lying along the easterly side of the freeway in this section. Total construction cost was estimated at $550,000 including engineering and contingencies.

It is estimated there are 25 impacted houses which are valued at about $1,000,000.

DNS:az
cc: R. N. Bothman
Gary Potter

1
2

RECEIVED

REFERRED TO

Beard ____ Reed ____
Cole ____ Sample ____
Eriksen ____ Watson ____
Hager ____ None ____
Return Discuss Do File Copy By D...
BY FINAL DESIGN ENGINEER

FORM 81-734-3030

# OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Salem, Oregon

December 20, 1976

FILE:

FROM: A. D. Olson
Preliminary Design Engineer

SUBJECT:

TO: MEMO TO THE FILES

A sound berm has been designed along the easterly side of I-205 from S.E. 92nd Avenue to S.E. Lester Avenue. The plan, dated 12-17-76, was designed using 1-1/2:1 slopes in the northerly portion and 2:1 slopes in the southerly part where the right of way is wider. A Type G-M shoulder barrier was used along the northerly portion of the berm, where the right of way is narrower and the berm must be closer to the roadway. No additional right of way is required.

The height of the berm is variable, the top being 20' to 32' above the northbound lanes. A 10' vertical curve is used at the top of the berm.

Elevation of the top of the berm was determined on the basis of the noise generator being 8' above the center of the highest southbound driving lane and the receptor being the top of the windows of the upper story of the houses along the easterly right of way line. Top of berm is 2' above line-of-sight between generator and receptor. Southbound lanes were used as generator location since they produced a higher line-of-sight than did the northbound lanes.

The source for berm material was assumed to be the 104th Street Drive-In Theater on S.E. Powell Boulevard, approxiamtely 3 miles from the job site. Resident Engineer J. E. Holland has investigated this source and indicates there would be no charge for the material, which is about 50% aggregate and 50% soil. Embankment in place was used as the pay quantity, with the price to cover breaking out and loading the material, legal truck haul to project and placement in berm.

Some minor drainage revisions are required to accommodate the sound berm. Included are extending two storm sewer pipes, construction of two inlets and realigning portions of the existing cut-off ditch. No landscaping was included in the estimate.

Total Estimated Construction Cost is $550,000 including Engineering and Contingencies.

ADO:az
cc: R. N. Bothman
Gary Potter

1
2

RECEIVED
DEC 23
ROAD
DESIGN
SECTION

12-17-76

I-205 Sound Berm
92nd Ave. - Lester Ave.
(using max. 1½:1 slopes)

| | |
|---|---|
| 120,000 Cu.Yd. Emb. in Place | $360,000 |
| 1,300 Lin.Ft. G-M shldr. barrier | 24,000 |
| Drainage Revision | 10,000 |
| Subtotal | 394,000 |
| plus 40% Engr. & Cont. | 156,000 |
| TOTAL CONST. COST | $550,000 |

SE 92ND AVE

555 (24)

560 (23)

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PRELIMINARY COPY
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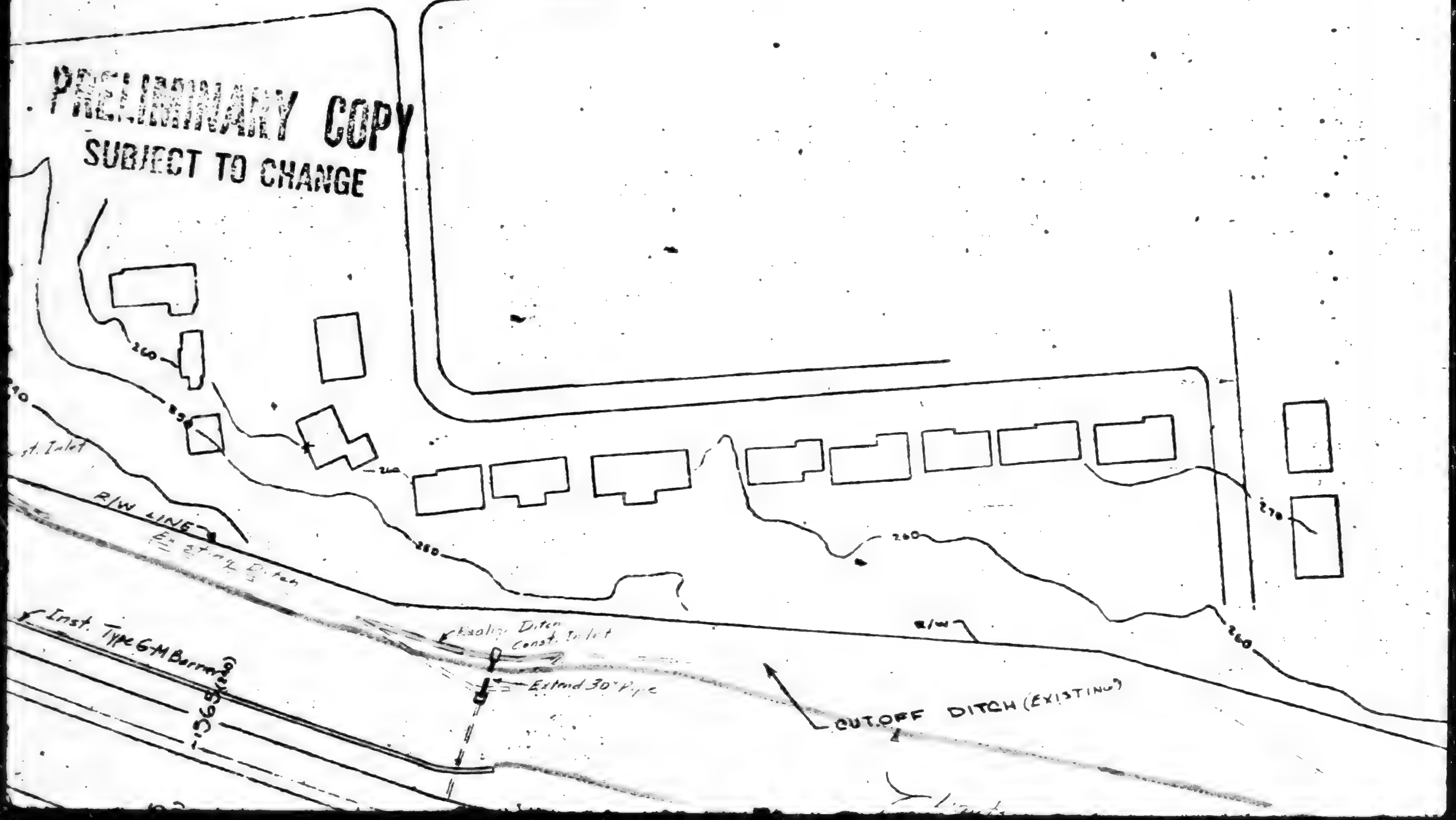

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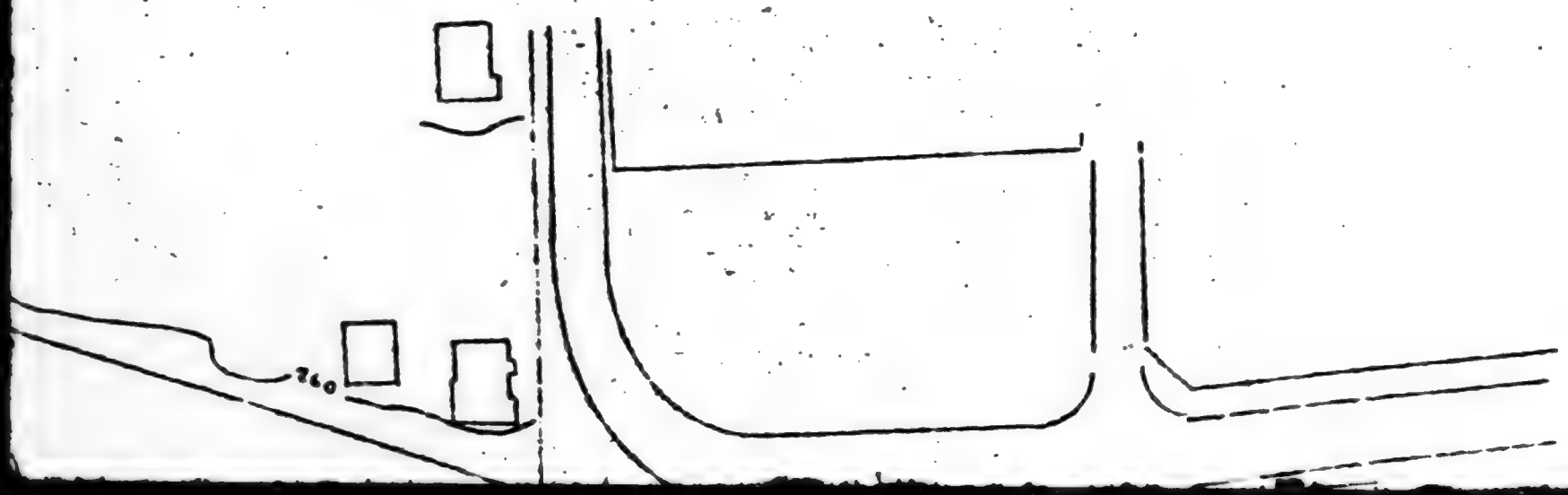

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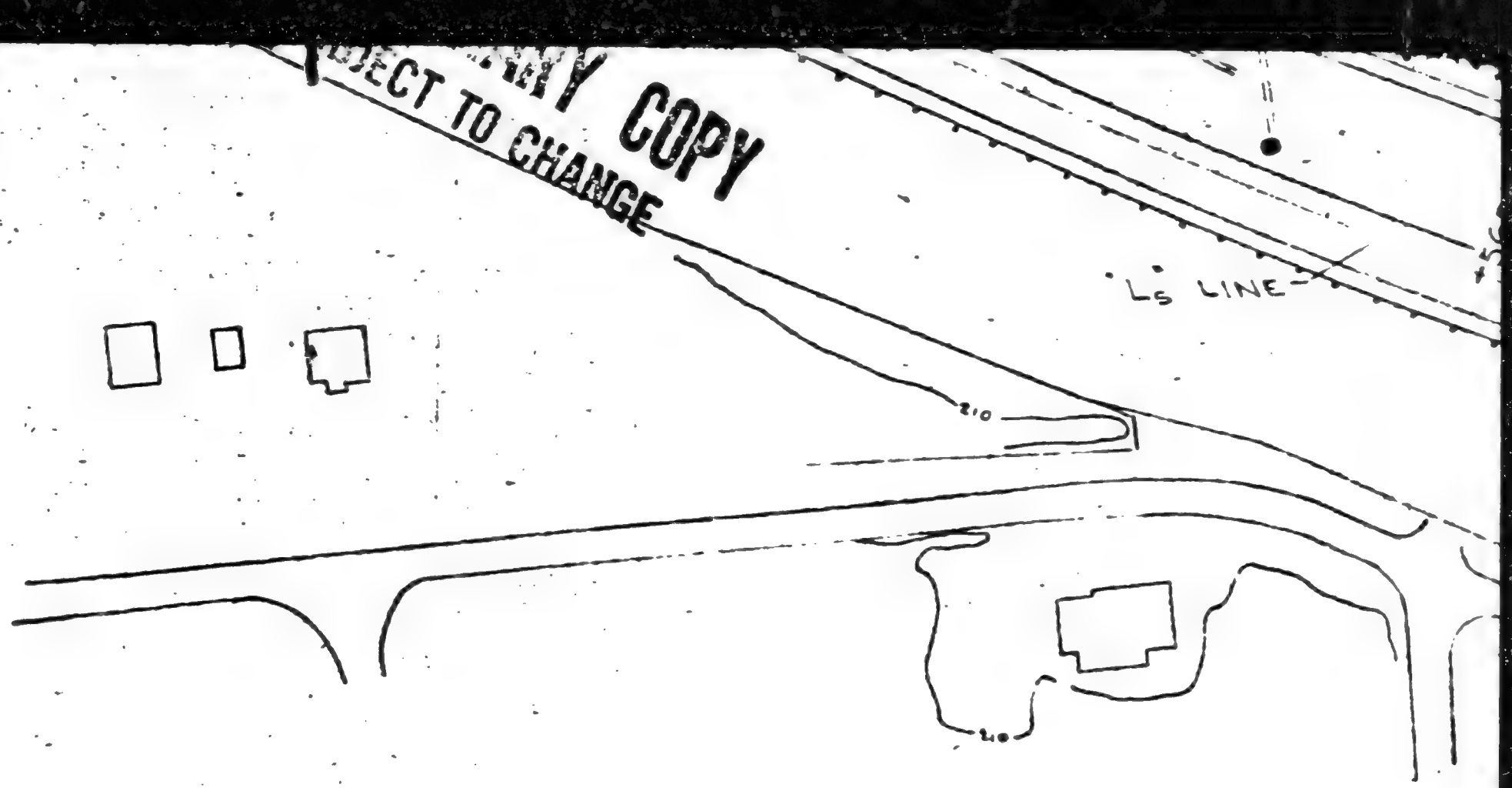


CUTOFF DITCH (L

Limits of Proposed Sound Berm

1565 (RT)

1570

MANHOLE

1570 (RT)

"L" LINE

1575

NO

575

SOUTH BOU

R/W

210

210

210

# PRELIMINARY COPY

SUBJECT TO CHANGE

d Sound Berm

760

575

NE

NORTH BOUND

580

575

SOUTH BOUND

580(218)

SE LESTER AVE

PRELIMINARY COPY
SUBJECT TO CHANGE

R/W 7

I-205 Sound Berm
Preliminary Design
12-17-76 T.E.
Scale 1" = 100'

FORM 81-734-3030

# OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Portland, OR 97213

December 10, 1976

FILE: 626-1909
(180)

FROM: ROBERT N. BOTHMAN
Ass't. State Highway Engineer

SUBJECT: Foster/Causey section
I-205 noise complaints
Mt. Scott Citizens Committee

TO: MEMO TO THE FILE

I met with Harold Juedes, John Groenlund, Donald Kent, and Mr. Boly (attorney) on December 8, to review the findings of Ted Pallister, Pieter Dykman, and Adrian Olson on their noise complaints relative to 91st Avenue adjacent to I-205 south of the 92nd Avenue overcrossing.

Ted provided a summary of the findings of the existing noise levels, the method of obtaining and projecting those noise levels, existing traffic including auto/truck mix, and a projection data to 1996--20-year anticipated levels.

The area specifically involved with the houses on 91st is currently subjected to peak-hour $L_{10}$ noise levels ranging from $L_{10}$ 65 to $L_{10}$ 69. The current traffic volumes are about 1/10th of the projected volumes with the opening of the I-205 facility. The projected noise levels for the 91st Avenue housing is $L_{10}$ 78. This information was relayed to the group, together with an evaluation of its relationship to the current $L_{10}$ 70 standard. Considerable discussion pursued evaluation of noise and an explanation of the standards versus existing levels; the relationship of noise to the $L_{10}$ readings, etc. The group was appreciative of the explanation and I believe they were satisfied with those findings. The outcome is that the existing levels, although within the standards, have and do represent a substantial impact from the noise levels prior to the opening of the freeway. They were advised that most likely their noise levels, as in similar areas, were in the neighborhood of $L_{10}$ 55, and they are now experiencing an $L_{10}$ 67, for about 150 per cent increase in their existing noise levels.

Adrian Olson presented the design configuration for a berm which would bring the noise levels within standards. The proposal is for a variable, but about a 30-foot high berm to provide proper shielding between the vehicles on the high side of the freeway and the top of the windows of the homes. An explanation with use of the cross sections was presented to indicate how we would design such a facility to mitigate the noise projected on this facility. Costs were explained.

Other methods of treating the noise were explained, such as buying the homes or providing soundproofing in the homes, with the explanation that we did not have the tools today to address those areas. There were few moves towards addressing these mitigation measures on private property, although we did have legislation. It was advised that the current approach as indicated on the I-205, Foster Road/Columbia River section, was to take steps to berm or shield adjacent areas from the freeway.

These are high-value homes; twenty directly affected by the freeway. Two have swimming pools. They are located on a hillside.

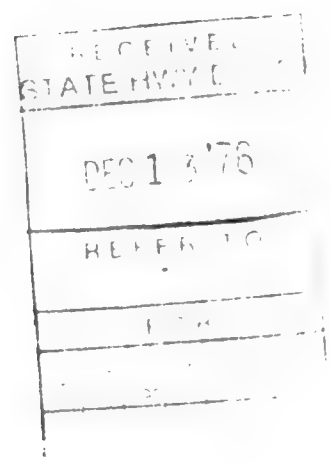
After about an hour's discussion, I advised the group that I could not justify an attempt to expedite the project based on existing noise levels, but I felt the projected levels were sufficiently high to recommend a project be advanced in two years to provide noise protection in anticipation of opening the freeway to additional traffic. The committee advised that it was their impression traffic was continually increasing and we should not wait for the opening of the freeway, even to Powell Boulevard, but schedule the activity to build the sound berm as soon as possible. I said due to the current programming and schedules we would be unable to advance the project during the summer of 1977, but would make an attempt to request programming of the project, subject to availability of funds and resources, during the summer of 1978.

There could very well be other areas on this recently completed I-205 project which should be considered for noise mitigation measures prior to completion of the project. I believe additional effort should be made to review the projected noise levels for the Foster/Causey section and that effort be programmed to tie in with completion of the Foster/Columbia River section.

I requested Ted and Adrian to summarize their presentations, make their recommendations, and forward that information to me. I will consolidate a recommendation along the lines of this memo.

ebg

cc: F. B. Klaboe
**H. S. Coulter**
G. A. Potter
J. H. Versteeg
E. L. Hardt
Ted Pallister
Adrian Olson



FORM 81.734.3030

# OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE: ENV

Portland, OR 97213
November 16, 1976

FROM: ROBERT N. BOTHMAN
Ass't. State Highway Engineer

SUBJECT: I-205 noise complaints

TO: GARY A. POTTER, Manager
Environmental Section

SALEM

I concur with your procedure as outlined in your memo of October 1, for handling noise complaints, as regards Item No. 1 and No. 2. I suggest Item No. 3 be rewritten.

3. Environmental will forward to Road Design Section for sketch plan to address identified noise problem.

4. Road Design will forward Environmental Section report and Road Design Section report to Region to follow up initial complaint.

5. Region will forward request to Highway Engineer for consideration of funding and implementation.

My purpose is to be able to respond to the originator of the complaint, and to then consider the other factors involved, such as additional right-of-way, the affect of requested work upon projects in the vicinity of the complaint, and a series of considerations which should be made prior to prioritizing the problem for correction.

I believe the next step after this procedure should be prioritizing the work for the administration. This will require an effort in the Environmental Section to come up with a means to prioritize or otherwise rate the noise complaint in order that we can direct our limited finances towards the higher priority noise problems statewide.

ebg

cc: E. S. Hunter
J. H. Versteeg

RECEIVED
STATE HWY ENGR
NOV 17 '76
REFER TO

626-1909-170

B/U ~~10/25/76~~
11-16-76

# OREGON STATE HIGHWAY DIVISION

METROPOLITAN SECTION • 5821 N.E. GLISAN • PORTLAND, OREGON 97213
Telephone 238-8226

ROBERT W. STRAUB
GOVERNOR

F. B. KLABOE
Administrator and
State Highway Engineer

October 11, 1976

HAROLD JUEDES, Chairman
Mt. Scott Citizens
8715 Southeast 91st Avenue
Portland, OR 97266

After our meeting last week to discuss your letter concerning the excessive noise from northbound I-205 Freeway traffic adjacent to your home, I contacted the Highway Division personnel evaluating the complaint.

As you advised, existing noise readings have been taken. I passed along that you were concerned that these readings be taken during the morning peak hours when the northbound traffic is heaviest.

Cross sections have also been completed through the area of concern in order to evaluate the possibility of some type of berm or wall.

Upon completion of this work the week of the 18th, I will be in contact with you to review the evaluation.

ROBERT N. BOTHMAN
Ass't. State Highway Engineer

ebg

cc: John Groenlund
Donald Kent
F. B. Klaboe
H. S. Coulter
G. A. Potter
E. L. Hardt

11/10/76
Potter
Ready for
Meeting Staff
and Mt Scott Citizens
11-15-76

RE PE PR1 PR2 DE
O.S.H.D. - METRO
OCT 12 1976
~~DE~~ FILE T/A

NOTED
D. L. PETERSON

Rec John L Groenlund
8713 SE 91st 97266

Donald Kent
6505 SE Tenino 97206

FORM 81-734-3030

# OREGON STATE HIGHWAY DIVISION

FILE: 626-1909

INTER-OFFICE CORRESPONDENCE

Portland, OR 97213

October 11, 1976

FROM: ROBERT N. BOTHMAN
Ass't. State Highway Engineer

SUBJECT: Foster-Causey Section of I-205
Noise Complaint

TO: MEMO TO THE FILE

Met October 7 with Jeffrey Boly, attorney representing a neighborhood group along I-205, between Lester Avenue and Mt. Scott Boulevard, complaining of the noise impacts from the recently opened I-205 Freeway.

In attendance were: Harold F. Juedes, 8715 S.E. 91st Avenue, phone 771-6295 or 653-2477; Don Kent, 8725 S.E. 91st Avenue, 238-5595; Mr. Groenlund, 8713 S.E. 91st Avenue, 255-0332; and Mr. Boly.

The group representing the Mt. Scott citizens has submitted to me the attached request for consideration of noise berms in the section of I-205 on the east side of the freeway, south of 92nd Avenue. The problem faced by the group I talked to is protection of their houses on 91st Avenue adjacent to the freeway right-of-way. I believe the committee is expanding to a larger area.

The group advised the sound readings had been taken both by highway division staff and DEQ staff, both of which have made contact.

NOTED
F. P. KLABOE

The specific request is for berms to reduce noise between the 92nd Avenue structure and the area of I-205 where there is sufficient cut to protect the housing from the noise. This is approximately ¼ of a mile south of 92nd Avenue.

After the meeting, I did discuss this issue with Gary Potter who is evaluating the noise impacts from the freeway.

The specific request of the committee was not only to address the current noise, but the future when I-205 is opened to Washington.

I advised that I would attempt to gather the information together that has been accomplished and get an answer to their letter within a week. I advised that I would attempt to obtain from that information an idea of the magnitude of their problem. I advised that the L-1070 dba is hard to understand, is very noisy, and there is a distinct possibility that the area is not in violation of that standard. I volunteered after obtaining the data to meet again to discuss the data with them and possibly with a noise meter, give them some indication of the relationship between the noise they are hearing and the statistics we develop.

I made no commitment on the part of the division to the berm, expressing our problems with a policy for addressing the recent federal legislation. I further advise there had been no state legislation to support the federal work. I advised that I was not sure of the amount of work outside of the right-of-way,

if any, that could be accomplished, and expressed again that we have not established any policy.

I advised that there was some possibility that due to the project not being completed (the landscaping, lighting, etc.) that we could include in the current project, noise berms, consistent with those we are developing on the I-205 section north of this area. (That would be my proposal as to how to address this problem).

I did advise the committee that I had reviewed the area and felt there was room for some corrective measure.

ldo
Attachment
cc: **F. B. Klaboe**
H. S. Coulter
J. H. Versteeg
G. A. Potter
E. L. Hardt

RECEIVED
DOT OPERATIONS
OCT 12 '76
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

October 4, 1976

Oregon State Highway Department
Metropolitan Section
5821 N.E. Glisan Street
Portland, Oregon 97213

Mr. Robert N. Bothman, Ass't State Highway Engineer

Re: Excessive I-205 freeway noise - Mt. Scott residential area

We, the citizens of the Mt. Scott Community, have become tremendously concerned over the excessive noise levels that we have been having to endure as a result of the northbound traffic on the I-205 freeway.

We, who reside in this area, pay very high property taxes and the property taxes have been increasing at an alarming rate, whereas the environmental quality in this area has been rapidly deteriorating because of the excessive noise levels generated from the I-205 freeway.

All outdoor living, entertaining and the use of decks, patios and swimming pools have been greatly impaired because we are unable to communicate without shouting. The noise levels are also affecting indoor living as we are unable to open windows in our homes and are unable to get a proper amount of sleep.

The Oregonian has recently reported, that when the I-205 freeway is completed, it will become the heaviest traveled freeway in the entire state with traffic flow in excess of 200,000 vehicles a day which will triple the noise levels making our homes completely untenable.

We have recently contacted the Portland and Salem offices of the Department of Environmental Quality and they have conducted tests, tape recordings, etc., in our area. The results of those tests determined conclusively that the noise levels are extremely excessive and beyond federal noise level standards.

We have, in our possession, copies of the "Policy and Procedure Memorandum 20-8" from the Department of Transportation, Federal Highway Administration, Washington, D.C. and we are well aware of the Federal Regulations regarding noise levels along interstate highways.

We are also aware of the recent rulings regarding the citizens of Maywood and in view of those rulings, we feel a precedent has been established and we are convinced and determined that we are entitled to the same rights as the citizens of Maywood.

Furthermore, we feel that we, as individual citizens, must conform to the laws set forth by our State Highway Department and that the State Highway Department must conform to the laws set forth by the Federal Highway Department, especially in view of the fact that the Federal Highway Department finances over 90% of all interstate highway projects.

The State Highway Department, in it's May 1976 publication entitled "Tomorrows - I-205", stated that in areas where there is excessive noise levels that they would build sound berms or walls to keep noise levels within federal standards.

In view of this, we, the citizens of Mt. Scott Community, who reside on the east side of and adjacent to the I-205 freeway, hereby petition the Oregon State Highway Department, in compliance with Federal Regulations, to provide us with a noise barrier consisting of either an extensive Earth Berm with landscaping, shrubs and trees and, or, a concrete wall along the east side of the I-205 freeway and a concrete highway divider wall in the center median between Lester Street and Mt. Scott Blvd.

Please contact our chairman, Mr. Harold Juedes, at your earliest convenience.

Chairman: Harold Juedes
8715 S.E. 91st.
Portland, Or. 97266
Telephone 771-6925

Co-Chairman: John Groenlund
Telephone 775-0896

Co-Chairman: Donald Kent
Telephone 777-2904

Yours for a Quiet Community.

Sincerely,

Mt. Scott Citizens

---

Chairman: Harold Juedes

---

Co-Chairman: John Groenlund

---

Co-Chairman: Donald Kent

FORM 21-734-3030

# OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE:

October 1, 1976

Salem, OR 97310

ORIGINAL BY

GARY A. POTTER

FROM: Gary A. Potter, Manager
Environmental Section

SUBJECT: Noise Complaints

TO: R. N. Bothman
Asst. State Highway Engineer

I have your memo of September 17, 1976 regarding the noise complaints along I-205 and calling for the establishment of policies for ODOT to administer FHPM 7-7-3 (noise guidelines).

I will proceed to draft up some procedures, and to prepare an interpretation of FHPM 7-7-3 that will, hopefully, be more workable for us and local governments.

In the meantime, I suggest that what Ed Hardt has done seems to work best.

1. When the noise complaint is received, Region should investigate the complaint on the ground, provide photos, maps, profiles, etc. and their recommendations on what appears to be practicable for attenuation.

2. Region forward that information to the Environmental Section for review, noise level verification, and technical suitability .

3. Environment will then forward to Road Design with recommendations. Design would then work up for contract and FHWA approval.

By copy of this memo, I am requesting comments. I will proceed to work up procedures and interpretations of FHPM 7-7-3 (copy attached) and put it out to you in draft form for your review. I am also attaching copies of "The Audible Landscape", an FHWA manual designed to inform local governments and others about noise in our environment. Additional copies are available.

Let me have your ideas.

GAP:ss

cc: F. B. Klaboe
H. S. Coulter
E. S. Hunter
R. L. Schroeder
E. L. Hardt w/attach
J. H. Verstteeg w/attach
F. E. Terpin w/attach
Walt Hart

RECEIVED

FORM 81-734-3030

# OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE
Portland, OR 97213
September 17, 1976

FILE: 626-1909
(170)

FROM: ROBERT N. BOTHMAN
Ass't. State Highway Engineer

SUBJECT: Noise complaint I-205

TO: GARY POTTER
Environmental Section

SALEM

I believe the attached request for correction of noise problems is the second complaint on the Foster/Causey section of the I-205 Freeway.

Although only partially open to traffic, that is, only to the Foster/Woodstock couplet, this section is currently generating a surprisingly high volume of traffic. Yet to come, however, is the real volume of traffic when the section is opened further north to Powell, and eventually when the section is complete.

I believe it appropriate, as time permits, to evaluate the substance of these complaints, and I suggest you do so.

In addition, the Highway Division should be establishing some type of ground rules and policies for administering the new legislation, in order that we have a better response to answering these kinds of complaints.

ebg

cc: F. B. Klaboe
H. S. Coulter
E. S. Hunter
E. L. Hardt

attachments

RECEIVED
DOT OPERATIONS
SEP 20 '76
REFER TO
1 OR
Info | Invest | R/D | J R | Sign | Act | File

ROBERT W. STRAUB
GOVERNOR

**OREGON STATE
HIGHWAY DIVISION**

METROPOLITAN SECTION • 5821 N.E. GLISAN • PORTLAND, OREGON 97213

September 16, 1976

Telephone 238-8226

HAROLD F. JUEDES
8715 Southeast 91st Avenue
Portland, OR 97266

This letter is in response to your letter relative to your concern about the noise adjacent to the I-205 Freeway.

Prior to recent federal legislation, the Oregon Transportation Commission was not authorized to expend monies to shield neighboring areas from noise. Recent legislation has provided that flexibility.

The Oregon State Highway Division has not yet had time to address the federal rules governing the use of federal monies for corrective measures. Actually, the criteria for establishing the priorities for addressing noise problems along freeways has not been established, which will have to be done in order that work can proceed in the more serious locations along Oregon's freeways.

The responsibility for the freeway, although substantially funded by the federal government, rests with the Oregon State Highway Division, which is part of the Oregon Department of Transportation. Your request will be considered as the Highway Division develops policies for addressing problems with noise adjacent to freeways.

ROBERT N. BOTHMAN
Ass't. State Highway Engineer

ebg

cc: H. S. Coulter
E. S. Hunter
G. A. Potter
E. L. Hardt

Harold F. Juedes
8715 S.E. 91-St. Ave.
Portland, Oregon-97266
Telephone-771-6925
September 6,1976

State Highway Commission
Salem, Oregon

Dear Sir :
My wife Eleta and I live right above I-205 Highway .In fact our property touches the Hgwy property right a way property . We have two main problems and we are not sure who is respon onsible .Perhaps you can enlighten us on the matter . We have a noise problem. Yes twenty four hours a day and it is almost unbearable . Just try to sleep under these conditions . Yes, we have been thinking about selling our property but then who would care to buy it unless it would be some one that is deaf. Our assessed valuation has again risen and that means more taxes .

Here is our question: What is the Hgwy Commission going to do about this noise ? So far the Hgwy Commission has not come up with a solution and it appears that they do not intend to do so , I have complained and my neighbors have complained , but no one has suggested a solution . I along with my neighbors are suggesting a sound barrier be put up with no cost to us . After all we did not ask for the Hgwy to be put along side of our properties.

I am sending a copy of this letter to various people with the hope pf finding out whose reponsibilities it is.

Thanking you in advance for your cooperation .

Sincerely yours,
Harold F. Juedes
Harold F. Juedes

CC- Attorney General Johnson
Governor Robert Straub
Senator Mark Hatfield
Senator Robert Packwood
US Representative - Robert Duncan
US Representative - Les AuCoin

ME PE PR1 PR2 DE
O.S.H.D. - METRO
SEP 8 1976
OE FILE T/A

RECEIVED
STATE HWY ENGR
SEP 7 '76
REFER TO
Bateman
FOR
Info | Inves | R/D | D/R | E | Att | Fin

9.47

L.

FORM 81-734-3030

# OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Portland, Oregon 97213

May 14, 1976

FILE:

FROM: R. T. EWEN
Project Development Engineer

TO: MEMO TO THE FILES

SUBJECT: NOISE COMPLAINT-I-205
Foster-Causey Section
Sta. 565-580

On this date the I-205 office was contacted by Mr. Donald D. Kent, of 8725 S.E. 91st, Portland, Oregon 97266, telephone 777-2904, and office 238-5595. Mr. Kent registered a complaint of serious noise impact now occurring on the easterly side of the freeway between Sta. 565-580, or between 92nd Avenue and Lester Avenue. It is my understanding that this neighborhood is above average and well developed. In his particular case he refers to extensive landscaping, swimming pool, etc.

I advised Mr. Kent that we would investigate the noise problem and that someone from our Highway Division would contact him concerning this matter. Mr. Kent requested that we construct a noise berm or wall similar to those being offered on the northerly section of I-205.

I believe this should be assigned to our noise engineer for proper evaluation.

RTE:pq

cc F. B. Klaboe

RECEIVED
STATE HWY ENGR
MAY 17 '76
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

1980 Birch Cr. (Sparks) Br. 9148
Sec, Canyon Rd. 4 mi. SW of
Pendleton (gr, pav, & str.)

CYA 6256 98-77, 5-17-78

OMB No. 04-R2089

| TO BE COMPLETED BY FHWA | U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION | State: Oregon |
|---|---|---|
| MONTHLY TRANSACTION NO. 7-13 | FEDERAL-AID PROJECT AGREEMENT | County: Umatilla |
| | | Project No. SOS-3000(2) |

**The State, through its Highway Agency,** having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

Co. Rd., Approx. 5 mi. S. of Pendleton

| PROJECT CLASSIFICATION OR PHASE OF WORK | EFFECTIVE DATE OF AUTHORIZATION | APPROXIMATE LENGTH *(Miles)* |
|---|---|---|
| HIGHWAY PLANNING AND RESEARCH (HP & R) | | |
| PRELIMINARY ENGINEERING | | |
| RIGHTS-OF-WAY | 9-22-78 | 0.272 |
| CONSTRUCTION | 9-22-78 | 0.272 |
| OTHER *(Specify)* | | |

FUNDS PRO RATA 85.77%

| ESTIMATED TOTAL COST OF PROJECT | FEDERAL FUNDS |
|---|---|
| $ 240,900.00 | $ 206,430.00 |

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
*(Official name of Highway Agency)*

By _____

Assistant State Highway Engineer
*(Title)*

XX By For: H. S. Coulter

State Highway Engineer
*(Title)*

By _____

*(Title)*

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By _____
*(Division Administrator)*

For: G. L. Green

Date executed by Division Administrator 6/26/80

Form PR-2 (Rev. 10-75) PREVIOUS EDITIONS ARE OBSOLETE

## AGREEMENT PROVISIONS

**1. RESPONSIBILITY FOR WORK**

a. Except for projects constructed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

b. With regard to projects performed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in accordance with the terms of its approved Certification, or exceptions thereto as may have been approved by the Federal Highway Administration.

**2. HIGHWAY PLANNING AND RESEARCH (HP&R) PROJECT.** The State highway agency will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

**3. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY.** In the event that actual construction of a road on this right-of-way is not undertaken by the close of the tenth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement

**4. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES.** In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

**5. INTERSTATE SYSTEM PROJECT.** (a) The State highway agency will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project (b) The State highway agency will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway agency will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

**6. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT.** (a) This project authorized pursuant to 23 U.S.C. 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway agency, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 U.S.C. 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

**7. STAGE CONSTRUCTION.** The State highway agency agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHTO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation..

**8. BOND ISSUE PROJECT.** Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 U.S.C. 122, for retiring maturities of the principal indebtednesss of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by 23 CFR Part 140, Subpart F, and Volume 1, Chapter 4, Section 8 of the Federal-Aid Highway Program Manual or the alternative State procedure set forth in the State's Certificate, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway agency for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

**9. SPECIAL HIGHWAY PLANNING AND RESEARCH PROJECT.** The State Highway agency hereby authorizes the Federal Highway Administration to charge the State's pro rata share of costs incurred against funds apportioned to the State under 23 U.S.C. 307 (c), as amended. In the event a project is financed with both Federal-aid funds and State matching funds, the State agrees to advance to The Federal Highway Administration the State matching funds for its share of the estimated cost. For a National Pooled Fund study, the State hereby assigns its responsibility for the work to the Federal Highway Administration. For an Intra-Regional Cooperative Study, the State hereby assigns its responsibility for the work to the lead State for the study.

**10. PARKING REGULATION AND TRAFFIC CONTROL.** The State highway agency will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the local unit of Government referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration, unless the State determines, and the Division Administrator concurs, that the local unit of Government has a functioning traffic engineering unit with the demonstrated ability to apply and maintain sound traffic operations and control

Oregon State Highway Division
Salem, Oregon June 23, 1980

Federal Aid Project
No. SOS-3000(2)

Birch Creek (Sparks) Bridge
Canyon County Road
Umatilla County

PROJECT AGREEMENT ESTIMATE

Type Code R/W

| | | | | |
|---|---|---|---|---|
| Right of Way | | | All Required | $ 3,500.00 |

Type Code 6201
Roadway (Sta. 18+50 to Sta. 25+44) (Sta. 26+19 to Sta. 32+86.46)

| | | | | |
|---|---|---|---|---|
| Mobilization | (47%) | | All Required | $ 7,050.00 |
| Temporary Protection and Direction of Traffic | (47%) | | All Required | 235.00 |
| Temporary Signs | 49 | Sq. Ft. | 7.00 | 343.00 |
| Temporary Barricades | 3 | Each | 100.00 | 300.00 |
| Temporary Continuous Rail Traf. Barriers, reflectorized | 50 | Lin. Ft. | 4.00 | 200.00 |
| Flagmen | 40 | Hour | 1.00 | 40.00 |
| Removal of Structures and Obstructions | | | All Required | 1,000.00 |
| General Excavation | 2,615 | Cu. Yd. | 4.00 | 10,460.00 |
| Finishing Roadbed and Slopes | | | All Required | 700.00 |
| Watering | 75 | M-Gal. | 20.00 | 1,500.00 |
| Aggregate Base | 3,450 | Ton | 8.00 | 27,600.00 |
| Class "B" Asphalt Concrete | 875 | Ton | 31.50 | 27,562.50 |
| 12-Inch Culvert Pipe | 60 | Lin. Ft. | 14.00 | 840.00 |
| Guard Rail, Type 2A | 100 | Lin. Ft. | 22.00 | 2,200.00 |
| Guard Rail, Type 3 | 100 | Lin. Ft. | 35.00 | 3,500.00 |
| Guard Rail Anchors, Type 1 | 4 | Each | 390.00 | 1,560.00 |
| Rail End Pieces, Type C | 4 | Each | 170.00 | 680.00 |
| Special Rock Embankment | 200 | Cu. Yd. | 12.00 | 2,400.00 |
| | | | | $ 88 170.50 |

Anticipated Items

| | | |
|---|---|---|
| Permanent Pavement Striping | All Required | $ 500.00 |
| Roadside Seeding & Mulching | All Required | 800.00 |
| | | $ 1,300.00 |
| | SUBTOTAL | $ 89,470.50 |
| | Engineering | 12,078.50 |
| | TOTAL | $101,549.00 |

Type Code X080
Structure, Br. #10563A (Sta. 25+44 to Sta. 26+19)

| | | | | |
|---|---|---|---|---|
| Mobilization | (53%) | | All Required | $ 7,950.00 |
| Temporary Protection and Direction of Traffic | (53%) | | All Required | 265.00 |
| Bridge Removal Work | | | All Required | 8,000.00 |
| Shoring, Cribbing, Etc. | | | All Required | 500.00 |
| Structure Excavation | | | All Required | 3,000.00 |
| Furnish HP 10X42 Steel Piling | 280 | Lin. Ft. | 20.00 | 5,600.00 |
| Drive Steel Piles | 14 | Each | 500.00 | 7,000.00 |
| Splice Steel Piles | 3 | Each | 100.00 | 300.00 |
| Structural Concrete, Class 3300 | 50 | Cu. Yd. | All Required | 7,000.00 |
| 4' X 75'/80' Prestressed Box Beams | 7 | Each | 7,653.00 | 53,571.00 |
| Reinforcement | 5,600 | lbs. | All Required | 2,000.00 |
| Metal Rail with Tubing | 188 | Lin. Ft. | 45.00 | 8,460.00 |
| | | | | $103,646.00 |

Anticipated Items

| | | | | |
|---|---|---|---|---|
| Temporary Erosion Control | | | All Required | $ 1,000.00 |
| | | | SUBTOTAL | $104,646.00 |
| | | | Engineering | 14,127.00 |
| | | | TOTAL | $118,773.00 |

| | |
|---|---|
| Length of Roadway ---------- | 0.258 Mi. |
| Length of Structure ---------- | 0.014 Mi. |
| TOTAL | 0.272 Mi. |

Cost of Roadway Per Mile ------- $393,600.77

SUMMARY OF FUNDS (85.77%)

| Description | Total Cost | Federal Funds | County Funds |
|---|---|---|---|
| Right of Way | $ 3,500.00 | $ 3,001.00 | $ 499.00 |
| Roadway | 101,549.00 | 87,098.00 | 14,451.00 |
| Structure | 118,773.00 | 101,871.00 | 16,902.00 |
| SUBTOTAL | $ 223,822.00 | $ 191,970.00 | $ 31,852.00 |
| Reserve | 17,078.00 | 14,460.00 | 2,618.00 |
| TOTAL | $ 240,900.00 | $ 206,430.00 | $ 34,470.00 |

| | |
|---|---|
| Group | 1-100% |
| Contract No. | 9148 |
| Prefix | 230-1946 |
| Prefix | 230-2513 |
| Prefix | 230-1070 |

U. S. DEPARTMENT OF TRANSPORTAT - FEDERAL HIGHWAY ADMINISTRATION

**LETTER OF APPROVAL AND/OR AUTHORIZATION**

FEDERAL AID PROJECT NO.: S0S-3000(2)

STATE PROJECT NO.: See below

FROM: G. L. Green, Division Administrator
FHWA - Oregon Division

PROGRAM NO.:

ITEM NO.: 80404

COUNTY NAME: Umatilla

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

TO:

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

RECEIVED
STATE HWY ENGR
MAY 23 '80
REFER TO
FOR
Info | Invst | R/C | D/B | S/L | Act | E/C

5/23 ouck

| DATE PS&E APPROVED | DATE AUTHORIZATION EFFECTIVE | FEDERAL ROUTE NUMBER | STATE ROUTE NUMBER |
|---|---|---|---|
| 9/22/78 | 5/7/80 | Non Federal-aid | County Road |

GENERAL LOCATION:

Birch Creek (Sparks) Bridge Section

GENERAL DESCRIPTION OF WORK:

Advertise for bids

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☐ PREPARATION

☐ OTHER (Specify)

☐ ACQUISITION OF RIGHT-OF-WAY

CONSTRUCTION • ADVERTISE FOR RECEIPT
☒ OF BIDS

☐ CONSTRUCTION • PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

I accept the certification of Mr. Rod Henry dated April 29, 1980 that provisions of FHPM 7-5-1 have been complied with and you are now authorized to advertise for bids.

| DATE | SIGNATURE OF APPROVING OFFICIAL | TITLE |
|---|---|---|
| 5/21/80 | G K Hansmire | for Division Administrator |

FORM PR-1240 (REV. 6-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-69) WILL BE USED

Section Birch Creek (Parks) Bridge Program[illegible]ng Estimate $ 264 000

Highway C.R.I.D. (Canyon Rd.) Project Length 0.27 mi.

County Umatilla Completion Time 120 CD

Kind of Work Grading, Paving, Structure Est. Comp. Date Oct. 27, '80

Prefix 230-1946 Letting Date May 29, '80 Project No. SOS-3000(2)

## ESTIMATED CONSTRUCTION AUTHORIZATION

**ROUTING SLIP—DEPT. OF TRANSPORTATION** Date: 4-21-80

| | | |
|---|---|---|
| Director | General Files | Public Affairs |
| Chief of Operations | General Services (DOT) | Public Transit |
| Asst. Dir.-Administration | Information Systems (Lana Ave.) | Radio |
| Asst. Dir.-Transportation Policy & Program Develop. | Labor Relations | Right of Way |
| Accounting (Highway) | Landscape | Safety & Health Services |
| Administrative Services | Library | Sign Shop |
| Chief Counsel | Location | State Highway Engineer |
| Commission Services | Mail Room | Structures |
| Construction | Maintenance | Technical Services Engineer |
| Data Processing (Trans. Bldg.) | Materials & Research | Traffic Support Services |
| Employee Development | Motor Vehicles | Transportation Policy & Program Development |
| Engineering (Design) | Organization & Manpower Services | Travel Information |
| Environmental | Parks & Recreation | Utilities |
| Equipment Shops & Storeroom | Permits & Weighmaster | Metropolitan |
| Finance (DOT) | Personnel Operations | Region Number 5 |
| FHWA | Photocopy | District Number |
| | Proj. Mgmt. & Operations Planning | |

ATTENTION: Roger Lang

FROM: Proj. Mgt.

COMMENTS: Please inform the County

Bid date - May 29 1980

Form 731-0022 (7/78) SP*70682-734

| | | |
|---|---|---|
| ntract Amount | | $ 230,289 00 |
| | 500 | |
| | 1,000 | |
| | 800 | $ 2,300 00 |
| Subtotal | | $ 232,589 00 |
| Contingencies (4-1/2%) | | 10,466 51 |
| Engineering (8, 9, 10%) | | 20,933 01 |
| Subtotal | | $ |
| Credit for | | |
| Estimated Net Authorization, Construction | | $ 263,988 52 |

APPROVED

PE Costs 24 000.00
R/W Costs 3 300.00
290 288.52
-215 000 00
- 900.00
* 74,388.52

Less Federal Funds
Less P.E. Advance deposit

Road Design Engineer

Est. County Share

Section Birch Creek (Sparks) Bridge Programming Estimate $ 264 000

Highway G.F.d. (Canyon Rd.) Project Length 0.27 mi.

County Umatilla Completion Time 120 CD

Kind of Work Grading, Paving, Structure Est. Comp. Date Oct. 27, '80

Prefix 230 - 1946 Letting Date May 29, '80 Project No. SOS-3000(2)

## ESTIMATED CONSTRUCTION AUTHORIZATION

| | | |
|---|---|---|
| Estimated Contract Amount | | $ 230,289 00 |
| Anticipated Additional Items: | | |
| Royalty Payment | | |
| Permit Fees | | |
| Slide Correction | | |
| Railroad Protective Costs | | |
| Other Railroad Costs | | |
| Permanent Signing | | |
| Permanent Pavement Striping | | |
| Temporary Pavement Striping | 500 | |
| Remove Pavement Striping (Exist. & Temp.) | | |
| Temporary Erosion Control | | |
| State Furnished | 1,000 | |
| Roadside Seeding & Mulching | | |
| Asphalt Cement Adjustment | 800 | $ 2,300 00 |
| On the Job Trainees | | |
| State Responsibility for Damages | | |
| Signal Controller Testing (Engineering) | | |
| Bikeway Signs | | |
| Furnish Mailbox Posts | | |
| Adjust Utilities: | | |
| | | |
| | | |
| | | |
| | | |
| | | |
| Subtotal | | $ 232,589 00 |
| Contingencies (4-1/2%) | | 10,466 51 |
| Engineering (8, 9, 10%) | | 20,933 01 |
| Subtotal | | $ |
| Credit for | | |
| Estimated Net Authorization, Construction | | $ 263,988 52 |

APPROVED

PE Costs 24 000.00
Rlw Costs 3 300.00
290 288.52
Less Federal Funds -215, 000 00
Less P.E. Advanced deposit - 900.00
Est. County share 74,388.52

Road Division Engineer

OREGON STATE HIGHWAY DIVISION — Sheet 1 of 2

~~MARY==BID SCHEDULE~~--COST ESTIMATE — Date Mar. 28, '80

Section Birch Creek (Sparks) Bridge — County Umatilla

Kind Of Work Grading, Paving & Structure — Length 0.27mi. — Name Bricher

| No | Item | Code | Unit | Quant. | Unit Cost | Total |
|---|---|---|---|---|---|---|
| | Mobilization | | All | All | (9%) | 19,000 |
| | Temporary Protection and Direction of Traffic | | All | All | - | 925 |
| | Temporary Signs | | Sq. Ft. | 49 | 6 | 294 |
| | Temporary Barricades | | Each | 3 | 125 | 375 |
| | Temporary Continuous Rail Traffic Barriers, Reflectorized | | Lin. Ft. | 50 | 6 | 300 |
| | Flagmen | | Hour | 40 | 21 | 840 |
| | ROADWORK | | | | | |
| | Removal of Structures and Obstructions | | All | All | - | 1,000 |
| | General Excavation | | Cu. Yd. | 2,615 | 4 | 10,460 |
| | Finishing Roadbed and Slopes | | All | All | - | 5,000 |
| | Watering | | M-Gal. | 75 | 10 | 750 |
| | Aggregate Base | | Ton | 3,450 | 10 | 34,500 |
| | Class "B" Asphalt Concrete | | Ton | 875 | 35 | 30,625 |
| | 12-inch Culvert Pipe | | Lin. Ft. | 60 | 30 | 1,800 |
| | Guard Rail, Type 2A | | Lin. Ft. | 100 | 25 | 2,500 |
| | Guard Rail, Type 3 | | Lin. Ft. | 100 | 35 | 3,500 |
| | Guard Rail Anchors, Type 1 | | Each | 4 | 350 | 1,400 |
| | Rail End Pieces, Type C | | Each | 4 | 160 | 640 |
| | Special Rock Embankment | | Cu. Yd. | 200 | 20 | 4,000 |

OREGON STATE HIGHWAY DIVISION — Sheet 2 of 2

~~SUMMARY—BID SCHEDULE~~—COST ESTIMATE — Date April 21, '80

Section Birch Creek (Sparks) Bridge — County Umatilla

Kind Of Work Grading, Paving & Structure — Length 0.27 mi. — Name Bricher

| No | Item | Code | Unit | Quant. | Unit Cost | Total |
|---|---|---|---|---|---|---|
| | | | | | | |
| | STRUCTURE | | | | | |
| | | | | | | |
| | Bridge Removal Work | | All | All | - | 5,000- |
| | Shoring, Cribbing, Etc. | | All | All | - | 5,000- |
| | Structure Excavation | | Cu. Yd. | 90 | 20- | 1,800- |
| | Furnish HP 10x42 Steel Piling | | Lin. Ft. | 280 | 15- | 4,200- |
| | Drive Steel Piles | | Each | 14 | 650- | 9,100- |
| | Splice Steel Piles | | Each | 3 | 100 | 300- |
| | Structural Concrete, Class 3300 (50 C.Y. @ 300) | | All | All | - | 15,000- |
| | 4'x75'/80' Prestressed Box Beams | | Each | 7 | 8,500- | 59,500- |
| | Reinforcement (5,600 lbs. @ 0.55) | | All | All | - | 3,080 |
| | Metal Rail with Tubing | | Lin. Ft. | 188 | 50- | 9,400- |

OREGON STATE HIGHWAY DIVISION

ITEMIZED STATEMENT OF FINAL COSTS — DATE: 5/9/83

COUNTY: UMATILLA AGREEMENT NO: 6256 PROJECT NO: SOS-3000(2)

CONTRACT NO: 9148 SECTION: Birch Creek (Sparks) Br.

| | | |
|---|---|---|
| P.E.: | | $ 24,950.41 |
| Federal Funds Collected for P.E. | $21,403.51 | |
| R/W: Real Estate | | $ 3,450.00 |
| Acquisition | | 1,430.76 |
| | | $ 4,880.76 |
| Federal Funds Collected for R/W | $ 4,186.23 | |
| Construction: | | |
| Roadway | | |
| Payment to Contractor | | $ 61,129.28 |
| Oil Mat - SFO #2 | | 7,115.96 |
| Structure | | |
| Payment to Contractor | | $136,150.92 |
| Oil Mat - SFO #2 | | 7,115.96 |
| Engineering | | 20,340.25 |
| Lab Testing | | 235.50 |
| Audit | | 494.36 |
| Interest Paid to Contractor | | 2.38 |
| | | $232,584.61 |
| Federal Funds Collected for Construction | $204,826.88 | |

County Share of Costs are:

| | |
|---|---|
| Total Cost of Projects | $262,415.78 |
| Federal Funds Collected | 230,416.62 |
| | $ 31,999.16 |

REFERENCE: CC 83-06

STATEMENT OF COSTS INCURRED UNDER PROJECT AGREEMENT

| ITEM NO. | ITEM | QUANTITY | UNIT | UNIT PRICE | AMOUNT | NOTATIONS (Payee must not use this column) |
|---|---|---|---|---|---|---|
| | BIRCH CREEK (SPARKS) BRIDGE SECTION<br>COUNTY ROAD - UMATILLA COUNTY | | | | | |
| | Preliminary Engineering<br>Type Code PE<br>State | | All Required | | 24,945.88 | |
| | Non-Participating Cost<br>State (PE) | | All Required | | 4.53 | |
| | | | | | 24,950.41 | |
| | Prepared based on participating cost as shown on the Federal Billing as of 2-10-83. | | | | | |
| | AMOUNT CARRIED FORWARD | | | | | |

2 07946

MEMORANDUM

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

D.O. VOUCHER NO.

STATE VOUCHER NO.

DATE

FHWA SCHEDULE NO.

PAID BY

## FINAL VOUCHER FOR PAYMENT UNDER 23 U.S.C. 117

Appropriation:

The United States, Dr., TO Treasurer of the State of Oregon

Address Capitol Bldg - Salem OR 97310

| STATE | FEDERAL AID PROJECT NO. |
|---|---|
| Oregon | OS-3000(1) |
| PROGRAM APPROVED | VOUCHER PERIOD From: 12-15-77 To: 5-7-80 |

FINANCIAL DATA

| TOTAL ACTUAL COST | TOTAL PARTICIPATING COST | PRO-RATA OF PARTICIPATING COST CLAIMED FROM U.S. | TOTAL AMOUNT CLAIMED FROM U.S. | LESS PREVIOUS PAYMENTS | NET AMOUNT CLAIMED |
|---|---|---|---|---|---|
| | | | | | |
| 24,950.41 | 24,945.88 | .8580 | 21,403.57 | 21,403.57 | Ø |

| | DATE | BY |
|---|---|---|
| RECEIVED IN FHWA DIVISION OFFICE | | |
| FHWA REVIEW PERFORMED | | |
| PASSED FOR PAYMENT | | Oregon State Highway Division |
| FORWARDED BY FHWA DIVISION OFFICE | | Controller |

Ø

PROGRAM SECTION
[illegible] PROJECT UNIT
APR 2 8 1980
MAIL ASSIST. PROJECT UNIT
REFER TO
FOR

Form FHWA-1447A (4-78) PREVIOUS EDITIONS ARE OBSOLETE

STATEMENT OF COSTS INCURRED UNDER PROJECT AGREEMENT

| ITEM NO. | ITEM | QUANTITY | UNIT | UNIT PRICE | AMOUNT | NOTATIONS (Payee must not use this column) |
|---|---|---|---|---|---|---|
| | BIRCH CREEK (SPARKS) BRIDGE<br>CANYON COUNTY ROAD<br>Umatilla County | | | | | |
| | Type Code R04 A<br>Right of Way (Sta. 13+50 to 25+44) (Sta. 25+19 to 32+86.46) | | | | | |
| | Right of Way | | All Required | | 3,450.00 | |
| | Acquisition Expense<br>State | All | Required | | 1,430.75 | |
| | Construction<br>Type Code 6201<br>Roadway (Sta. 13+50 to 25+44)(Sta. 25+19 to 32+86.46) | | | | | |
| | Final Contract Payment Summary | Lump Sum | | | 61,129.28 | |
| SF0(2 | Pave structure & construct oil mat on balance of project (Umatilla Co.) | All | Required | | 7,115.86 | |
| | Total participating Type Code 6201 | | | | 68,245.24 | |
| | Type Code X040<br>Structure Sr. 03813 (Sta. 16+44 to 25+19) | | | | | |
| | Final contract payment summary | Lump Sum | | | 136,146.24 | |
| SF0(2 | Pave structure & construct oil mat on project (Umatilla Co.) | All | Required | | 7,115.86 | |
| | Total participating Type Code X040 | | | | 143,262.10 | |
| | Total Participating Construction Cost | | | | 211,512.12 | |
| | Construction Engineering<br>State<br>Type Code 6201 $ 6,568.65<br>Type Code X040 $13,786.62 | All | Required | | 20,355.27 | |
| | Misc. Project Cost<br>Audit Expense<br>Type Code 6201 $247.18<br>Type Code X040 $247.18 | All | Required | | 494.36 | |
| | Total Participating Costs | | | | 232,362.51 | |
| | Non Participating Project Cost<br>Interest on Final Payments<br>Construction Engineering | All<br>Type | Required<br>Code | | 2.38<br>220.48 | |
| | Total Non Participating Project Cost | | | | 222.86 | |
| | Total Project Cost | | | | 232,485.37 | |
| | Prepared based on project cost as shown on the Federal Billing as of 2-10-83. | | | | | |

AMOUNT CARRIED FORWARD

MEMORANDUM

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

# FINAL VOUCHER FOR PAYMENT UNDER 23 U.S.C. 117

| | |
|---|---|
| D.O. VOUCHER NO. | |
| STATE VOUCHER NO. | |
| DATE | |
| FHWA SCHEDULE NO. | |
| PAID BY | |

Appropriation:

The United States, Dr., TO Treasurer of the State of Oregon

Address Capitol Bldg - Salem OR 97310

| STATE | FEDERAL AID PROJECT NO. |
|---|---|
| | S0S-3003(2) |
| PROGRAM APPROVED | VOUCHER PERIOD From: 5-7-80 To: 12-27-81 |

FINANCIAL DATA

| TOTAL ACTUAL COST | TOTAL PARTICIPATING COST | PRO-RATA OF PARTICIPATING COST CLAIMED FROM U.S. | TOTAL AMOUNT CLAIMED FROM U.S. | LESS PREVIOUS PAYMENTS | NET AMOUNT CLAIMED |
|---|---|---|---|---|---|
| 4,880.76<br>232,584.61 | 4,880.76<br>232,361.75 | .0977<br>.9023 | 4,766.23<br>209,013.11 | 4,766.23<br>209,013.11 | 0<br>0 |
| 237,465.37 | 237,242.51 | - | 209,013.11 | 209,013.11 | 0 |

| | DATE | BY |
|---|---|---|
| RECEIVED IN FHWA DIVISION OFFICE | | |
| FHWA REVIEW PERFORMED | | |
| PASSED FOR PAYMENT | | Oregon State Highway Division |
| FORWARDED BY FHWA DIVISION OFFICE | | Controller |

Form FHWA-1447A (4-78) PREVIOUS EDITIONS ARE OBSOLETE

| | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 1300 RR XING @ FLATBACK | CONT NO | | | | | | | | | | |
| | 230 | 1943 | 296 | 00 | N | 9 | | | | | |
| | 230 | 1943 | 298 | 00 | N | 9 | | | | | |
| | 230 | 1943 | 299 | 00 | N | 9 | | | | | |
| | 230 | 1943 | 901 | 00 | P | 1 | | | | 1,969 | 83 |
| | 230 | 1943 | 905 | 00 | P | 1 | | | | 86 | 40 |
| | | | TOT | P1 | | | | | | 2,056 | 23 |
| | | | ** JOB TOTALS ** | | | | ** | | ** | 2,056 | 23 ** |
| BIRCH CR(SPARKS)BR | CONT NO | | * FA PROJ NOS | 00 | N | 9 | 3000001 100 SOS 3000001 | | | | STATE |
| | 230 | 1946 | 296 | 00 | N | 9 | 1,188 30CR | 2,376 61CR | | 23,301 | 87CR |
| | 230 | 1946 | 297 | 00 | N | 9 | | | | 710 | 00 |
| | 230 | 1946 | 298 | 00 | N | 9 | 1,188 30 | 2,376 61 | | 22,591 | 87 |
| | 230 | 1946 | 901 | 00 | P | 1 | 1,384 97CR | 1,384 97CR | | 5,159 | 51 |
| | 230 | 1946 | 901 | 00 | P | 2 | 1,384 97 | 1,384 97 | | 1,384 | 97 |
| | 230 | 1946 | 905 | 00 | P | 1 | | | | 7,207 | 07 |
| | 230 | 1946 | 906 | 00 | P | 1 | | | | 15 | 50 |
| | 230 | 1946 | 909 | 00 | P | 1 | | | | 1,232 | 88 |
| | 230 | 1946 | 910 | 00 | P | 1 | | | | 35 | 96 |



| DESCRIPTION | | PREFIX | FUNCTION | SUB | F. | GR | CURRENT MONTH | FISCAL YEAR TO DATE | | GRAND TOTAL TO DATE | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| | 230 | 1946 | 911 | 00 | P | 1 | | | | 46 | 36 |
| | 230 | 1946 | 913 | 00 | P | 1 | | | | 13 | 17 |
| | 230 | 1946 | 914 | 00 | P | 1 | | | | 415 | 70 |
| | 230 | 1946 | 918 | 00 | P | 1 | | | | 3,127 | 36 |
| | 230 | 1946 | 920 | 00 | P | 1 | | | | 73 | 32 |
| | 230 | 1946 | 921 | 00 | P | 1 | | | | 1,66[illegible] | [illegible] |
| | 230 | 1946 | 922 | 00 | P | 1 | | | | 13 | 58 |
| | 230 | 1946 | 922 | 00 | N | 1 | | | | [illegible] | [illegible] |
| | 230 | 1946 | 923 | 00 | P | 1 | | | | 272 | 69 |
| | 230 | 1946 | 926 | 00 | P | 1 | | | | 3,894 | 64 |
| | 230 | 1946 | 950 | 00 | P | 1 | | | | 265 | 38 |
| | | | TOT | P1 | | | 1,384 97CR | 1,384 97CR | | 23,560 | 91 |
| | | | TOT | P2 | | | 1,384 97 | 1,384 97 | | 1,384 | 97 |
| | | | TOT | N1 | | | | | | 4 | 53 |
| | | | ** JOB TOTALS ** | | | | ** | | ** | 24,950 | 41 ** |
| SUMAC BR-PLATT BR | CONT NO | | * FA PROJ NOS | SOS | 3000003 | 100 | BROS3000003 | | | | STATE |
| | 230 | 1952 | 296 | 00 | N | 9 | 4,214 45CR | 16,306 28CR | | 40,406 | 28CR |
| | 230 | 1952 | 297 | 00 | N | 9 | 3,304 61 | 3,304 61 | | 5,962 | 61 |
| | 230 | 1952 | 298 | 00 | N | 9 | 909 84 | 13,001 67 | | 34,443 | 67 |
| | 230 | 1952 | 901 | 00 | P | 1 | 419 51CR | 10,223 55CR | | [illegible],620 | [illegible] |
| | 230 | 1952 | 901 | 00 | P | 2 | 726 92 | 10,626 92 | | [illegible],626 | [illegible] |
| | 230 | 1952 | 901 | 00 | N | 1 | | | | [illegible] | [illegible] |
| | 230 | 1952 | 905 | 00 | P | 1 | 4 50 | 1,946 56 | | 4,393 | 80 |
| | 230 | 1952 | 906 | 00 | P | 1 | | 5 40 | | 5 | 40 |
| | [illegible] | [illegible] | [illegible] | 00 | P | 1 | | [illegible] | | [illegible] | [illegible] |

| PREFIX | GRP FL | FED AID PROJ APPR | AGREEMENT AMOUNT | TOTAL COSTS TO DATE | PARTIC. AMOUNT | % OF PARTIC. | FEDERAL SHARE | AMOUNT PREV. CLAIMED | ADJUSTMENT AND CODE | AMOUNT OF THIS VOUCHER |
|---|---|---|---|---|---|---|---|---|---|---|
| 227-1960 | 1 | SOS -2700-001 APPR-680 | 21,112.70 | 24,928.06 | 24,615.48 | 85.77 | 21,112.70 | 18,860.00 | | 2,252.70 |
| 228-1958 | 1# | SOS -2800-001 APPR-680 | 7,719.00 | 9,094.64 | 8,996.50 | 85.80 | 7,719.00 | 7,719.00 | | |
| 229-1980 | 1 | BROS-2900-002 APPR-117 | 27,040.00 | 266.42 | 266.42- | 80.00 | 213.14 | 213.14 | | |
| 229-1981 | 1 | BROS-2900-003 APPR-117 | 35,120.00 | 6,939.36 | 6,939.36 | 80.00 | 5,551.49 | 5,550.29 | | 1.20 |
| 230-1942 | 1# | RROO-000S-044 APPR-686 | 824.22 | 915.80 | 915.80 | 90.00 | 824.22 | 824.22 | | |
| 230-1943 | 1# | RROO-000S-043 APPR-686 | 1,850.61 | 2,056.23 | 2,056.23 | 90.00 | 1,850.61 | 1,850.61 | | |
| 230-1946 | 1 | OS -3000-001 APPR-627 | 20,215.26 | 23,565.44 | 23,560.91 | 85.80 | 20,215.26 | 21,403.57 | | 1,188.31 |
| | 2 | SOS -3000-001 APPR-680 | 1,188.30 | 1,384.97 | 1,384.97 | 85.80 | 1,188.30 | 1,188.30 | | |
| 230-1946 | | PREFIX TOTALS | 21,403.56 | 24,950.41 | 24,945.88 | | 21,403.56 | 22,591.87 | | 1,189.31 P |
| 230-1952 | 1# | SOS -3000-003 APPR-680 | 21,442.00 | 24,449.52 | 24,442.04 | 88.15 | 21,545.66 | 21,442.00 | 103.66 B | |
| | 2 | BROS-3000-003 APPR-117 | 13,082.87 | 16,252.09 | 16,252.09 | 80.00 | 13,001.67 | 13,001.67 | | |
| 230-1952 | | PREFIX TOTALS | 34,525.87 | 40,701.62 | 40,694.13 | | 34,547.33 | 34,443.67 | 103.66 | |
| 230-1953 | 1 | SOS -3000-004 APPR-680 | 3,960.00 | 3,695.95 | 3,695.95 | 88.10 | 3,256.13 | 3,256.13 | | |
| 230-1965 | 1 | PMS -000S-087 APPR-140 | 500.00 | 178.75 | 178.75 | 100.00 | 178.75 | 178.75 | | |
| 231-1937 | 1# | SOS -3100-002 APPR-680 | 7,065.66 | 8,244.39 | 8,235.03 | 85.80 | 7,065.66 | 7,065.66 | | |
| 231-1944 | 1# | BROS-3100-003 APPR-117 | 11,542.58 | 14,428.23 | 14,428.23 | 80.00 | 11,542.58 | 11,542.58 | | |
| 231-1948 | 1 | BROS-3100-004 APPR-117 | 16,000.00 | 16,012.55 | 15,734.83 | 80.00 | 12,587.86 | 12,587.86 | | |
| 232-1978 | 1# | SRS -000S-047 APPR-148 | | 1,313.62 | | 90.00 | | | | |
| 233-1935 | 1 | PMS -000S-077 APPR-140 | 250.00 | 237.30 | 237.30 | 100.00 | 237.30 | 237.30 | | |
| 233-1936 | 1# | SOS -3300-001 APPR-680 | 15,002.47 | 17,019.87 | 17,013.46 | 88.18 | 15,002.47 | 15,002.47 | | |
| 233-1940 | 1 | BROS-3300-002 APPR-117 | 17,856.00 | 19,621.72 | 19,621.72 | 80.00 | 15,697.38 | 15,697.38 | | |
| 234-1901 | 1 | RRP -9049-001 APPR-139 | 1,800.00 | 971.28 | 971.28 | 90.00 | 874.15 | 874.15 | | |
| 234-1902 | 1 | BROS-3400-003 APPR-117 | 23,600.00 | 15,449.94 | 15,271.71 | 80.00 | 12,217.37 | 12,217.37 | | |
| 234-1903 | 1 | BROS-3400-004 APPR-117 | 16,400.00 | 20,922.75 | 20,432.61 | 80.00 | 16,346.09 | 16,346.09 | | |
| 234-1904 | 1 | BROS-3400-007 APPR-117 | 23,600.00 | 29,223.84 | 29,223.84 | 80.00 | 23,379.07 | 23,379.07 | | |
| 234-1905 | 1 | HES -9097-001 APPR-141 | 7,245.00 | 8,012.02 | 8,012.02 | 90.00 | 7,210.82 | 7,210.82 | | |

STATEMENT OF COSTS INCURRED UNDER PROJECT AGREEMENT

| ITEM | QUANTITY | UNIT | UNIT PRICE | AMOUNT | NOTATIONS (Payee must not use this column) |
|---|---|---|---|---|---|
| BIRCH CREEK (SPARKS) BRIDGE<br>CANYON COUNTY ROAD<br>Umatilla County | | | | | |
| Type Code ROW A | | | | | |
| Right of Way (Sta. 18+50 to 25+44) (Sta. 26+19 to 32+86.46) | | | | | |
| Right of Way | | All Required | | 3,450.00 | |
| Acquisition Expense | | | | | |
| State | | All Required | | 1,430.76 | |
| Construction | | | | | |
| Type Code 6201 | | | | | |
| Roadway (Sta. 18+50 to 25+44)(Sta. 26+19 to 32+86.46) | | | | | |
| Final Contract Payment Summary | | Lump Sum | | 61,129.28 | |
| SF0[illegible] Pave structure & construct oil mat on balance of project (Umatilla Co.) | | All Required | | 7,115.96 | |
| Total participating Type Code 6201 | | | | 68,245.24 | |
| Type Code X080 | | | | | |
| Structure, Br. #10563 (Sta. 25+44 to 26+19) | | | | | |
| Final contract payment summary | | Lump Sum | | 136,150.92 | |
| SF0[illegible] Pave structure & construct oil mat on project (Umatilla Co.) | | All Required | | 7,115.96 | |
| Total participating Type Code X080 | | | | 143,266.88 | |
| Total Participating Construction Cost | | | | 211,512.12 | |
| Construction Engineering | | | | | |
| State | | All Required | | 20,355.27 | |
| Type Code 6201 $ 6,568.65 | | | | | |
| Type Code X080 $13,786.62 | | | | | |
| Misc. Project Cost | | | | | |
| Audit Expense | | All Required | | 494.36 | |
| Type Code 6201 $247.18 | | | | | |
| Type Code X080 $247.18 | | | | | |
| Total Participating Cost± | | | | 237,242.51 | |
| Non Participating Project Cost | | | | | |
| Interest on Final Payments | | All Required | | 2.38 | |
| Construction Engineering | | Type Code | | 220.48 | |
| Total Non Participating Project Cost | | | | 222.86 | |
| Total Project Cost | | | | 237,465.37 | |
| Prepared based on project cost as shown on the Federal Billing as of 2-10-83. | | | | | |

AMOUNT CARRIED FORWARD

MEMORANDUM

230-1070

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

# FINAL VOUCHER FOR PAYMENT UNDER 23 U.S.C. 117

| | |
|---|---|
| D.O. VOUCHER NO. | |
| STATE VOUCHER NO. | |
| DATE | |
| FHWA SCHEDULE NO. | |
| PAID BY | |

Appropriation:

The United States, Dr., TO Treasurer of the State of Oregon

Address Capitol Bldg - Salem OR 97310

| | |
|---|---|
| STATE | FEDERAL AID PROJECT NO. S0S-3000(2) |
| PROGRAM APPROVED | VOUCHER PERIOD From: 5-7-80 To: 10-27-81 |

FINANCIAL DATA

| TOTAL ACTUAL COST | TOTAL PARTICIPATING COST | PRO-RATA OF PARTICIPATING COST CLAIMED FROM U.S. | TOTAL AMOUNT CLAIMED FROM U.S. | LESS PREVIOUS PAYMENTS | NET AMOUNT CLAIMED |
|---|---|---|---|---|---|
| 4,880.76 | 4,880.76 | .8577 | 4,186.23 | 4,186.23 | Ø |
| 232,584.61 | 232,361.75 | .8815 | 204,826.88 | 204,826.88 | Ø |
| 237,465.37 | 237,242.51 | - | 209,013.11 | 209,013.11 | Ø |

| | DATE | BY |
|---|---|---|
| RECEIVED IN FHWA DIVISION OFFICE | | |
| FHWA REVIEW PERFORMED | | |
| PASSED FOR PAYMENT | | Oregon State Highway Division |
| FORWARDED BY FHWA DIVISION OFFICE | | Controller |

Form FHWA-1447A (4-78) PREVIOUS EDITIONS ARE OBSOLETE

| DESCRIPTION | | PREFIX | FUNCTION | SUB | F. | GR | CURRENT MONTH | FISCAL YEAR TO DATE | GRAND TOTAL TO DATE | ACTIVE YRS BEG | ACTIVE YRS END |
|---|---|---|---|---|---|---|---|---|---|---|---|
| | 230 | 1052 | 296 | 00 | N | 9 | | | 40,003.81CR | 78 | 82 |
| | 230 | 1052 | 298 | 00 | N | 9 | | | 36,003.43 | 78 | 82 |
| | 230 | 1052 | 299 | 00 | N | 9 | | | 4,000.38 | 82 | 82 |
| | 230 | 1052 | 900 | 00 | P | 1 | | | 1,070.05 | 79 | 80 |
| | 230 | 1052 | 903 | 02 | P | 1 | | | 5,424.08 | 81 | 81 |
| | 230 | 1052 | 915 | 00 | P | 1 | | | 530.65 | 78 | 79 |
| | 230 | 1052 | 915 | 02 | P | 1 | | | 346.37 | 81 | 81 |
| | 230 | 1052 | 920 | 00 | P | 1 | | | 31.66 | 79 | 81 |
| | 230 | 1052 | 948 | 00 | P | 1 | | | 20.65 | 81 | 81 |
| | | | TOT | | P1 | | | | 40,003.81 | | |
| | | | ** JOB TOTALS ** | | | | ** | ** | 40,003.81 ** | | |
| HWY RRXING @ APPLETON RD | CONT NO | | * FA PROJ NOS RROC000S044 100 | | | | | | | STATE | |
| | 230 | 1053 | 270 | 01 | P | 1 | | | 35,962.58 | 78 | 79 |
| | 230 | 1053 | 270 | 02 | P | 1 | | | 5,424.09 | 81 | 81 |
| | 230 | 1053 | 296 | 00 | N | 9 | | | 43,300.27CR | 78 | 82 |
| | 230 | 1053 | 298 | 00 | N | 9 | | | 38,958.63 | 78 | 81 |
| | 230 | 1053 | 299 | 00 | N | 9 | | | 4,341.64 | 82 | 82 |
| | 230 | 1053 | 900 | 00 | P | 1 | | | 1,049.06 | 79 | 80 |
| | 230 | 1053 | 915 | 00 | P | 1 | | | 530.20 | 78 | 79 |
| | 230 | 1053 | 915 | 02 | P | 1 | | | 275.91 | 81 | 81 |
| | 230 | 1053 | 920 | 00 | P | 1 | | | 31.66 | 79 | 81 |
| | 230 | 1053 | 948 | 00 | P | 1 | | | 13.87 | 81 | 81 |
| | 230 | 1053 | 948 | 00 | N | 1 | | | 12.90 | 82 | 82 |
| | | | TOT | | P1 | | | | 43,287.37 | | |
| | | | TOT | | N1 | | | | 12.90 | | |
| | | | ** JOB TOTALS ** | | | | ** | ** | 43,300.27 ** | | |
| UMATILA #1 SIGNING PJ | CONT NO | | FA PROJ NOS SRS 000S109 100 | | | | | | | STATE | |
| | 230 | 1061 | 296 | 00 | N | 9 | 45.38CR | 73.69CR | 9,245.39CR | 79 | 83 |
| | 230 | 1061 | 298 | 00 | N | 9 | 45.38 | 73.69 | 9,245.39 | 79 | 83 |
| | 230 | 1061 | 900 | 00 | P | 1 | | | 9,624.58 | 81 | 82 |
| | 230 | 1061 | 900 | 00 | N | 1 | | 119.39 | 548.77 | 81 | 82 |
| | 230 | 1061 | 900 | 02 | P | 1 | | | 19.27 | 81 | 81 |
| | 230 | 1061 | 920 | 00 | P | 1 | | | 14.78 | 79 | 79 |
| | 230 | 1061 | 948 | 00 | P | 1 | | 7.72 | 14.85 | 82 | 82 |
| | 230 | 1061 | 950 | 00 | P | 1 | | | 559.17 | 81 | 81 |
| | | | TOT | | P1 | | | 7.72 | 10,272.64 | | |
| | | | TOT | | N1 | | | 119.39 | 548.77 | | |
| | | | ** JOB TOTALS ** | | | | ** | 127.11 ** | 10,821.41 ** | | |
| BIRCH CR (SPARKS) BRIDGE | CONT NO 9148 | | * FA PROJ NOS SOS 3000002 100 | | | | | | | STATE | |
| | 230 | 1070 | 201 | 00 | P | 1 | | | 197,280.20 | 80 | 81 |
| | 230 | 1070 | 206 | 00 | N | 1 | | | 2.38 | 81 | 81 |
| | 230 | 1070 | 282 | 02 | P | 1 | | | 14,231.92 | 81 | 81 |
| | 230 | 1070 | 296 | 00 | N | 9 | | 3,027.32CR | 237,293.54CR | 80 | 83 |

| DESCRIPTION | PREFIX | FUNCTION | SUB | F. | GR | CURRENT MONTH | FISCAL YEAR TO DATE | GRAND TOTAL TO DATE | ACTIVE BEG | YPS END |
|---|---|---|---|---|---|---|---|---|---|---|
| | 230 1070 | 297 | 00 | N | 9 | | 1,629.44 | 32,466.66 | 81 | 82 |
| | 230 1070 | 298 | 00 | N | 9 | | 1,397.88 | 204,826.85 | 80 | 82 |
| | 230 1070 | 900 | 00 | P | 1 | | | 19,607.02 | 80 | 82 |
| | 230 1070 | 900 | 00 | N | 1 | | | 220.48 | 80 | 81 |
| | 230 1070 | 915 | 02 | P | 1 | | | 494.36 | 82 | 82 |
| | 230 1070 | 920 | 00 | P | 1 | | | 60.51 | 80 | 80 |
| | 230 1070 | 943 | 00 | P | 1 | | | 235.50 | 81 | 81 |
| | 230 1070 | 944 | 00 | P | 1 | | | 41.02 | 81 | 81 |
| | 230 1070 | 945 | 00 | P | 1 | | | 364.34 | 81 | 81 |
| | 230 1070 | 946 | 00 | P | 1 | | | 31.91 | 81 | 81 |
| | 230 1070 | 948 | 00 | P | 1 | | | 14.97 | 82 | 82 |
| | | TOT | P1 | | | | | 232,361.75 | | |
| | | TOT | N1 | | | | | 222.86 | | |
| | | ** JOB TOTALS ** | | | | ** | ** | 232,584.61 ** | | |
| UMATILLA COUNTY-PVM MARKINGS | CONT NO | FA PROJ NOS PMS 000S087 100 | | | | | | | STATE | |
| | 230 1072 | 270 | 01 | P | 1 | | 8,117.88 | 8,117.88 | 82 | 82 |
| | 230 1072 | 296 | 00 | N | 9 | | 8,115.60CR | 8,578.27CR | 82 | 82 |
| | 230 1072 | 298 | 00 | N | 9 | | 8,115.60 | 8,578.27 | 82 | 82 |
| | 230 1072 | 900 | 00 | P | 1 | | | 436.21 | 82 | 82 |
| | 230 1072 | 920 | 00 | P | 1 | | | 16.46 | 80 | 81 |
| | 230 1072 | 948 | 00 | P | 1 | | 7.72 | 7.72 | 82 | 82 |
| | | TOT | P1 | | | | 8,125.60 | 8,578.27 | | |
| | | ** JOB TOTALS ** | | | | ** | 8,125.60 ** | 8,578.27 ** | | |
| MCKAY CREEK(SUMAC) BRIDGE | CONT NO 9501 = FA PROJ NOS BROS3000005 100 | | | | | | | | STATE | |
| | 230 1081 | 201 | 00 | P | 1 | | 94,700.73 | 94,700.73 | 82 | 83 |
| | 230 1081 | 205 | 00 | N | 1 | | 95.29 | 95.29 | 83 | 83 |
| | 230 1081 | 296 | 00 | N | 9 | 32.08CR | 107,744.33CR | 107,744.33CR | 82 | 83 |
| | 230 1081 | 297 | 00 | N | 9 | | 22,630.00 | 22,630.00 | 82 | 83 |
| | 230 1081 | 298 | 00 | N | 9 | 32.08 | 85,114.33 | 85,114.33 | 82 | 83 |
| | 230 1081 | 900 | 00 | P | 1 | 12.74 | 8,395.04 | 8,395.04 | 82 | 82 |
| | 230 1081 | 920 | 00 | P | 1 | | | 34.15 | 82 | 83 |
| | 230 1081 | 940 | 00 | P | 1 | | 785.45 | 785.45 | 82 | 82 |
| | 230 1081 | 941 | 00 | P | 1 | | 1,486.20 | 1,486.20 | 82 | 82 |
| | 230 1081 | 942 | 00 | P | 1 | | 55.95 | 55.95 | 82 | 82 |
| | 230 1081 | 944 | 00 | P | 1 | | 577.30 | 577.30 | 82 | 83 |
| | 230 1081 | 945 | 00 | P | 1 | | 225.90 | 225.90 | 82 | 83 |
| | 230 1081 | 946 | 00 | P | 1 | | 145.93 | 145.93 | 82 | 82 |
| | | TOT | P1 | | | 12.74 | 106,371.50 | 106,465.65 | | |
| | | TOT | N1 | | | | 95.29 | 95.29 | | |
| | | ** JOB TOTALS ** | | | | 12.74 ** | 106,466.79 ** | 106,560.94 ** | | |
| N. KAY CR(PLATT)BRIDGE | CONT NO 9563 | FA PROJ NOS SOS 3000006 100 | | | | | | | STATE | |
| | 230 1084 | 296 | 00 | N | 9 | 1,570.00CR | 1,570.00CR | 1,570.00CR | 83 | 83 |
| | 230 1084 | 297 | 00 | N | 9 | 1,570.00 | 1,570.00 | 1,570.00 | 83 | 83 |

| PREFIX GRP FL | FED AID PROJ | AGREEMENT AMOUNT | TOTAL COSTS TO DATE | PARTIC. AMOUNT | % OF PARTIC. | FEDERAL SHARE | AMOUNT PREV. CLAIMED | ADJUSTMENT AND CODE | AMOUNT OF THIS VOUCHER |
|---|---|---|---|---|---|---|---|---|---|
| >230-1946 2 | SOS -3000-001 | 1,188.30 | 1,384.97 | 1,384.97 | 85.80 | 1,188.30 | 1,188.30 | | |
| 230-1070 1# | SOS -3000-002 | 204,826.88 | 232,584.61 | 232,361.75 | 88.15 | 204,826.88 | 204,826.88 | | |
| 230-2513 1# | SOS -3000-002 | 4,186.23 | 4,880.76 | 4,880.76 | 85.77 | 4,186.23 | 4,186.23 | | |
| | PROJ TOTALS | 209,013.11 | 237,465.37 | 237,242.51 | | 209,013.11 | 209,013.11 | | |
| >230-1952 1# | SOS -3000-003 | 21,442.00 | 24,449.53 | 24,442.04 | 88.15 | 21,545.66 | 21,442.00 | 103.66 B | |
| 230-1953 1 | SOS -3000-004 | 3,960.00 | 3,695.95 | 3,695.95 | 88.10 | 3,256.13 | 3,256.13 | | |
| 2 1084 1 | SOS -3000-006 | 100,704.00 | 80.08 | 80.08 | 88.15 | 70.59 | 70.59 | | |
| >330-1067 1# | SOS -3002-001 | 53,779.20 | 178,540.58 | 62,701.64 | 85.77 | 53,779.20 | 53,779.20 | | |
| >430-1056 1# | SOS -3002-001 | 3,430.80 | 3,430.80 | 3,430.80 | 100.00 | 3,430.80 | 3,430.80 | | |
| 330-1930 1# | SOS -3002-001 | 7,290.00 | 12,793.65 | 8,499.48 | 85.77 | 7,290.00 | 7,290.00 | | |
| >430-1949 1# | SOS -3002-001 | | | | 100.00 | | | | |
| | PROJ TOTALS | 64,500.00 | 194,765.03 | 74,631.92 | | 64,500.00 | 64,500.00 | | |
| 231-1001 1# | SOS -3100-002 | 163,344.03 | 190,466.79 | 190,377.66 | 85.80 | 163,344.03 | 163,344.03 | | |
| 231-1937 1# | SOS -3100-002 | 7,065.66 | 8,244.39 | 8,235.03 | 85.80 | 7,065.66 | 7,065.66 | | |
| | PROJ TOTALS | 170,409.69 | 198,711.18 | 198,612.69 | | 170,409.69 | 170,409.69 | | |
| 332-1052 1# | SOS -3201-001 | 64,273.66 | 97,868.29 | 72,889.16 | 88.18 | 64,273.66 | 64,273.66 | | |
| 332-1999 1# | SOS -3201-001 | 1,726.34 | 1,960.79 | 1,957.75 | 88.18 | 1,726.34 | 1,726.34 | | |
| | PROJ TOTALS | 66,000.00 | 99,829.08 | 74,846.91 | | 66,000.00 | 66,000.00 | | |
| 233-1027 1# | SOS -3300-001 | 118,501.47 | 134,693.14 | 134,385.88 | 88.18 | 118,501.47 | 118,501.47 | | |
| 233-1936 1# | SOS -3300-001 | 15,002.47 | 17,019.87 | 17,013.46 | 88.18 | 15,002.47 | 15,002.47 | | |
| | PROJ TOTALS | 133,503.94 | 151,713.01 | 151,399.34 | | 133,503.94 | 133,503.94 | | |
| 333-1024 1# | SOS -3301-001 | | 179.85 | | 88.10 | | | | |
| 333-1025 1# | SOS -3301-001 | | 31.92 | | 88.15 | | | | |
| 333-1932 1# | SOS -3301-001 | 5,723.03 | 6,757.21 | 6,672.53 | 85.77 | 5,723.03 | 5,723.03 | | |
| | PROJ TOTALS | 5,723.03 | 6,968.98 | 6,672.53 | | 5,723.03 | 5,723.03 | | |
| >334-1068 2 | SOS -3400-002 | 99,034.00 | 114,244.09 | 114,218.55 | 85.77 | 97,965.25 | 97,965.25 | | |
| 334-1931 1 | SOS -3400-002 | 22,045.00 | 17,764.24 | 17,764.24 | 85.77 | 15,236.39 | 15,236.39 | | |
| | PROJ TOTALS | 121,079.00 | 132,008.33 | 131,982.79 | | 113,201.64 | 113,201.64 | | |
| >334-1064 1 | SOS -3402-001 | 44,642.37 | 44,642.37 | 44,642.37 | 100.00 | 44,642.37 | 44,642.37 | | |
| 334-1965 1 | SOS -3402-001 | 295.32 | 344.19 | 344.19 | 85.80 | 295.32 | 295.32 | | |
| | PROJ TOTALS | 44,937.69 | 44,986.56 | 44,986.56 | | 44,937.69 | 44,937.69 | | |

r11

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

# LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO.: OS-SOS-3000(1)
2. STATE PROJECT NO.: See below

3. FROM: Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.:

5. ITEM NO.: 80060

2A. COUNTY NAME: Umatilla

6. TO

Copies to Reynolds

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

| 7. DATE AUTHORIZATION EFFECTIVE | 8. FEDERAL ROUTE NUMBER | 9. STATE ROUTE NUMBER |
|---|---|---|
| 3/15/83 | Non Federal aid | County Road |

10. GENERAL LOCATION:

Birch Creek (Sparks) Bridge Section

11. GENERAL DESCRIPTION OF WORK

Program change

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

- ☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
- ☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
- ☐ ACQUISITION OF RIGHT-OF-WAY
- ☐ CONSTRUCTION -- ADVERTISE FOR RECEIPT OF BIDS
- ☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
- ☒ OTHER *(Specify)* Program change

13. REMARKS

As requested by Mr. Swan's letter of 3/15/83 I approve the program change as follows:

Project No.: Change to OS-SOS-3000(1)

Financing:

| Work | Appn. Code | Total Cost | Federal Funds | Percentage |
|---|---|---|---|---|
| P.E. | 627 | $23,560.91 | $20,215.26 | 85.8 |
| P.E. | 680 | 1,384.97 | 1,188.30 | 85.8 |
| TOTAL | | $24,945.88 | $21,403.56 | |

(Increase TEC $1,384.97 Federal Funds $1,188.30)

| 14. DATE | 15. SIGNATURE OF APPROVING OFFICIAL | 16. TITLE |
|---|---|---|
| 3/15/83 | R. K. Hoover | for Division Administrator |

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

VICTOR ATIYEH
GOVERNOR

# *Department of Transportation*
## HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

DATE: March 15, 1983

In Reply Refer to
File No. PRO 6-2

TO: Dale E. Wilken, Division Administrator
Federal Highway Administration

FROM:
D. E. Swan, P.E.
Acting Program Section Manager

SUBJECT: Program Change
Item No. 80060
Project No. OS-3000(1)
Birch Creek (Sparks) Bridge Section
Umatilla County

I request your approval of a program change to joint finance the subject project utilizing Safer Off-System Roads (Appn. 680) funds to supplement Appn. 627 funds. This change is necessary since no unobligated Appn. 627 funds are available to cover the final costs on the project.

This change will involve the following revisions in project numbering and financing:

Project No.: Change to OS-SOS-3000(1)

Financing:

| Work | Appn. Code | Total Cost | Federal Funds | Percentage |
|---|---|---|---|---|
| P.E. | 627 | $23,560.91 | $20,215.26 | 85.8 |
| P.E. | 680 | 1,384.97 | 1,188.30 | 85.8 |
| TOTAL | | $24,945.88 | $21,403.56 | |

The final voucher for this project is being submitted under separate action.

CL:lb

cc H. Reynoldson
J. Peterson
General Files

Form 734-3122

# UMATILLA COUNTY
# ROAD DEPARTMENT

June 10, 1982

Department of Transportation
Highway Division
Transportation Bldg.
Salem, Oregon 97310

Attn: D.E. Swan, P.E., Program Control Eng.

Re: Birch Creek (Sparks) Bridge Section
SOS-3000 (1)

Dear Sir:

Per your letter of June 1, 1982, regarding right-of-way on the above project, I am enclosing a copy of a warrant in the amount of $3,450.00 to Delvin and Clara McDaniel for said right-of-way.

I hope this will suffice for your records. Please do not hesitate to contact me should further information be needed.

Yours truly,

Carlos Van Elsberg

Umatilla County Road Department
Carlos Van Elsberg
Public Works Director

Approved
Right of Way Supervisor
6/18/82

CVE/bls

Enclosure

PROGRAM MANAGEMENT SECTION
DHM ☐ DES ☐
SHM ☐ MJK ☐ DNH ☐
JUN 23 1982
REFERRED TO _____
FOR _____
FILE: PM FA LG.

PROGRAM MANAGEMENT SECTION
DHM ☐ DES ☐
SHM ☐ MJK ☐ DNH ☐
JUN 14 1982
REFERRED TO _____
FOR _____
FILE: PM FA LG.

[redacted], 3920 Westgate, Pendleton, Oregon 97801, Phone 276-2962

Right of Way - Birch G. (Sparks) Br. Section

GENERAL WARRANT

WARRANT NO.

**The Treasurer of Umatilla County, Oregon**

PENDLETON, OREGON

UMATILLA COUNTY, OREGON

8 156

PAYABLE THROUGH

96-519 / 123 OR 24-22 / 1230 / 12 OR 24-12 / 1230 OR 96-417 / 1232

PAID

OCT 14 1980

PAY UMATILLA COUNTY CLERK 3,450dol's00cts

DATE

WARRANT NO. Lillian J. Doerfler TREASURER

WILL PAY TO OR ORDER

SEP 10'80 156 $ 3,450.00 $3,450.00

DELVIN D. & CLARA C. MC DANIEL

J. DEAN FOUQUETTE, SR. ~~XXXXXXXXXXXX~~ COUNTY CLERK

REVENUE SHARING

BY J. Dean Fouquette Sr.

⑆1230⑈0012⑆338 "0000345000"

# UMATILLA COUNTY

## ROAD DEPARTMENT

RE ☐ RCE ☐ RPE ☐ ROE

RFA AUG 26 1981 ☐

RECEIVED
REGION 5 OFFICE

August 24, 1981

Oregon Department of Transportation
Hwy Division
P.O. Box 850
LaGrande, Oregon 97850

Attention: Roger Lang

Re: Birch Creek (Sparks) Bridge Section
Project # SOS-3000 (1)

Dear Roger:

Please accept this belated letter as a request to fund the right-of-way costs ( McDaniel's & State's) from funds remaining in the project referred to above.

Please do not hesitate to contact me if there are any questions.

Thanking you in advance, I remain.

Yours Truly,

UMATILLA CITY ROAD DEPARTMENT

Carlos Van Elsberg
Carlos Van Elsberg
Public Works Director

CVE/tm

cy H.O & Region 1 -
f/s program if necessary

c.c. Cliff Laux
Jan Peterson

WARRANTY DEED—STATUTORY FORM
INDIVIDUAL GRANTOR

Delvin D. and Clara C. McDaniel ..... *Grantor,*

*does and warrants to* Umatilla County ..... *Grantee, the following described real property*
*free of all encumbrances except as specifically set forth herein situated in* Umatilla ..... *County, Oregon, to-wit:*

A parcel of land lying in the S½ of the NE¼ of Section 4, Township 1 North Range 32 East, W.M., Umatilla County, Oregon; the said parcel being that portion of said S½ of the NE¼ included in a strip of land extending from the Easterly line of the O.W.R. & N. Co. right-of-way in said subdivision to a line at right angles to the center line of relocated Canyon Road (County Road) at Engineer's Station 32+86.46, said strip of land being 60 feet in width, 30 feet on each side of said center line, which center line is described as follows:

Beginning at Engineer's center line Station 16+32.21, said station being 797.79 feet South and 3,953.10 feet West of the Southwest corner of STEWARTS ADDITION, Umatilla

(IF SPACE INSUFFICIENT, CONTINUE DESCRIPTION ON REVERSE SIDE)

*The said property is free from encumbrances except*

*The true consideration for this conveyance is $* 3,450.00 ..... *(Here comply with the requirements of ORS 93.030)*

*Dated this* ..... *day of* ....., *19*.....

Delvin D McDaniel

Clara C McDaniel

*STATE OF OREGON, County of* Umatilla ) *ss.* September 22, *19* 80

*Personally appeared the above named* Delvin D. and Clara C. McDaniel

*and acknowledged the foregoing instrument to be* their *voluntary act and deed.*

*Before me:* Shirley J McPherren

(OFFICIAL SEAL) *Notary Public for Oregon—My commission expires:* My Commission Expires July 25, 1981

**WARRANTY DEED**

..... GRANTOR

..... GRANTEE

..... GRANTEE'S ADDRESS, ZIP

After recording return to:

..... NAME, ADDRESS, ZIP

Until a change is requested, all tax statements shall be sent to the following address:

..... NAME, ADDRESS, ZIP

SPACE RESERVED FOR RECORDER'S USE

*STATE OF OREGON* } *ss.*
*County of* .....

*I certify that the within instrument was received for record on the* .....*day of* ....., *19*.....,
*at*.....*o'clock*.....*M., and recorded in book* .....*on page* .....*or as file/reel number* .....,
*Record of Deeds of said County.*

*Witness my hand and seal of County affixed.*

..... *Recording Officer*

*By* .....*Deputy*

cc Jan Peterson

r11

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

# LETTER OF APPROV_ AND/OR AUTHORIZATION

| | | |
|---|---|---|
| 1. FEDERAL-AID PROJECT NO. OS-SOS-3000(1) | | |
| 2. STATE PROJECT NO. See below | | |
| 3. FROM Dale E. Wilken, Division Administrator FHWA - Oregon Division | 4. PROGRAM NO. | 2A. COUNTY NAME Umatilla |
| | 5. ITEM NO. 80060 | |

6. TO

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

| 7. DATE AUTHORIZATION EFFECTIVE | 8. FEDERAL ROUTE NUMBER | 9. STATE ROUTE NUMBER |
|---|---|---|
| 3/15/83 | Non Federal aid | County Road |

10. GENERAL LOCATION:

Birch Creek (Sparks) Bridge Section

11. GENERAL DESCRIPTION OF WORK

Program change

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

- ☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
- ☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
- ☐ ACQUISITION OF RIGHT-OF-WAY
- ☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
- ☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
- ☒ OTHER *(Specify)* Program change

13. REMARKS

As requested by Mr. Swan's letter of 3/15/83 I approve the program change as follows:

Project No.: Change to OS-SOS-3000(1)

Financing:

| Work | Appn. Code | Total Cost | Federal Funds | Percentage |
|---|---|---|---|---|
| P.E. | 627 | $23,560.91 | $20,215.26 | 85.8 |
| P.E. | 680 | 1,384.97 | 1,188.30 | 85.8 |
| TOTAL | | $24,945.88 | $21,403.56 | |

(Increase TEC $1,384.97 Federal Funds $1,188.30)

RECEIVED
STATE HWY ENGR
APR 4 '83
REFER TO
Potter
FOR
Info | Prelives | R/D | R/R | Sign | Act | File

| 14. DATE | 15. SIGNATURE OF APPROVING OFFICIAL | 16. TITLE |
|---|---|---|
| 3/15/83 | L. K. Hansen | for Division Administrator |

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

VICTOR ATIYEH
GOVERNOR

# *Department of Transportation*
## HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.: PRO 6-2

DATE: March 15, 1983

TO: Dale E. Wilken, Division Administrator
Federal Highway Administration

FROM:
D. E. Swan, P.E.
Acting Program Section Manager

SUBJECT: Program Change
Item No. 80060
Project No. OS-3000(1)
Birch Creek (Sparks) Bridge Section
Umatilla County

I request your approval of a program change to joint finance the subject project utilizing Safer Off-System Roads (Appn. 680) funds to supplement Appn. 627 funds. This change is necessary since no unobligated Appn. 627 funds are available to cover the final costs on the project.

This change will involve the following revisions in project numbering and financing:

Project No.: Change to OS-SOS-3000(1)

Financing:

| Work | Appn. Code | Total Cost | Federal Funds | Percentage |
|---|---|---|---|---|
| P.E. | 627 | $23,560.91 | $20,215.26 | 85.8 |
| P.E. | 680 | 1,384.97 | 1,188.30 | 85.8 |
| TOTAL | | $24,945.88 | $21,403.56 | |

The final voucher for this project is being submitted under separate action.

CL:lb

cc H. Reynoldson
J. Peterson
General Files

Form 734-3122

# UMATILLA COUNTY

## ROAD DEPARTMENT

RE ☐ RCE ☐ RWE ☐ ROE ☐
RFA ☒ AUG 26 1981

RECEIVED
REGION 5 OFFICE

August 24, 1981

Oregon Department of Transportation
Hwy Division
P.O. Box 850
LaGrande, Oregon 97850

Attention: Roger Lang

Re: Birch Creek (Sparks) Bridge Section
Project # SOS-3000 (1)

Dear Roger:

Please accept this belated letter as a request to fund the right-of-way costs ( McDaniel's & State's) from funds remaining in the project referred to above.

Please do not hesitate to contact me if there are any questions.

Thanking you in advance, I remain.

Yours Truly,

UMATILLA CITY ROAD DEPARTMENT

Carlos Van Elsberg
Carlos Van Elsberg
Public Works Director

CVE/tm

cy Hal Reynolds - fls program ilmeo

c.c. Cliff Laux
Jan Peterson

[redacted] 3920 Westgate, Pendleton, Oregon 97801, Phone 276-2962

(FORM No. 23) Northwest Law Publishing Co., Portland, Ore. 97204

# WARRANTY DEED—STATUTORY FORM

INDIVIDUAL GRANTOR

Delvin D. and Clara C. McDaniel *Grantor,*

*conveys and warrants to* Umatilla County *Grantee, the following described real property free of encumbrances except as specifically set forth herein situated in* Umatilla *County, Oregon, to-wit:*

A parcel of land lying in the S½ of the NE¼ of Section 4, Township 1 North Range 32 East, W.M., Umatilla County, Oregon; the said parcel being that portion of said S½ of the NE¼ included in a strip of land extending from the Easterly line of the O.W.R. & N. Co. right-of-way in said subdivision to a line at right angles to the center line of relocated Canyon Road (County Road) at Engineer's Station 32+86.46, said strip of land being 60 feet in width, 30 feet on each side of said center line, which center line is described as follows:

Beginning at Engineer's center line Station 16+32.21, said station being 797.79 feet South and 3,953.10 feet West of the Southwest corner of STEWARTS ADDITION, Umatilla

(IF SPACE INSUFFICIENT, CONTINUE DESCRIPTION ON REVERSE SIDE)

*The said property is free from encumbrances except*

*The true consideration for this conveyance is $* 3,450.00 *(Here comply with the requirements of ORS 93.030)*

*Dated this* ..... *day of* ....., *19*.....

Delvin D McDaniel

Clara McDaniel

*STATE OF OREGON, County of* Umatilla ) *ss.* September 22, *19* 80

*Personally appeared the above named* Delvin D. and Clara C. McDaniel

*and acknowledged the foregoing instrument to be* their *voluntary act and deed.*

*Before me:* Shirley J McPherson

(OFFICIAL SEAL) *Notary Public for Oregon—My commission expires:* My Commission Expires July 25, 1981

**WARRANTY DEED**

..... GRANTOR

..... GRANTEE

..... GRANTEE'S ADDRESS, ZIP

After recording return to:

..... NAME, ADDRESS, ZIP

Until a change is requested, all tax statements shall be sent to the following address:

..... NAME, ADDRESS, ZIP

SPACE RESERVED FOR RECORDER'S USE

*STATE OF OREGON* } *ss.*

*County of* .....

*I certify that the within instrument was received for record on the* .....*day of* ....., *19*....., *at* .....*o'clock*.....*M., and recorded in book* .....*on page* .....*or as file/reel number* ....., *Record of Deeds of said County.*

*Witness my hand and seal of County affixed.*

..... *Recording Officer*

*By* .....*Deputy*

cc Jan Peterson

May 21, 1981

United Pacific Insurance Company
P. O. Box 7427
Boise, ID 83707

CON 5
#9148

Gentlemen:

A post-final payment for $1,816.76 will be made to Weaver Construction Co. on Contract No. 9148 for work on the Birch Creek (Sparks) Bridge Section of Canyon Road in Umatilla County as soon as the warrant is prepared.

The total amount paid on this contract will be $197,280.20 including the post-final payment. Of the total $14,667.16 is for force account.

Sincerely,

Robert W. Cormsen
COMMISSION SERVICES

jas
cc: Weaver Construction Co.
P. O. Box 588
Union, OR 97883

United Pacific Insurance Co.
Fidelity & Surety Dept.
P. O. Box 1216
Tacoma, WA 98401

bc: C. T. Keasey
Walt Hart
W. E. Schwartz

#9148

L. 7

April 17, 1981

United Pacific Insurance Company
P. O. Box 7427
Boise, Idaho 83707

CON 5
#9148

Gentlemen:

On April 8, 1981, we wrote to you concerning release of final payment on Contract No. 9148 awarded to Weaver Construction Co. for work on the Birch Creek (Sparks) Bridge Section of Canyon Road in Umatilla County.

Final payment on this contract is $1,786.12 and the total contract amount is $195,463.44 including $14,667.16 for work performed under force account.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

cc: Weaver Construction Co.
P. O. Box 588
Union, OR 97883

United Pacific Insurance Co.
Fidelity & Surety Department
P. O. Box 1216
Tacoma, WA 98401

bc: C. T. Keasey
Walt Hart
W. E. Schwartz

File

REPORT OF ACTION UNDER DELEGATED AUTHORITY BY

ASSISTANT STATE HIGHWAY ENGINEER

On behalf of the Commission and under authority delegated to me to accept contracts completed according to specifications, I accepted the following:

| Contractor and Contract No. | Section and County | Acceptance Date |
|---|---|---|
| J.C. Compton Co. No. 9008 | Big Cr., Rock Cr., Gnat Cr. & Westport-Clatskanie Clatsop & Columbia Counties | March 13, 1981 |
| R. A. Hatch Co. No. 9058 | Ironside-Brogan Hill Malheur County | March 18, 1981 |
| S.D. Spencer & Son No. 8654 | N. Oakland Intchge.-Sutherlin Intchge. Douglas County | March 18, 1981 |
| C.G. Gredvig, Inc. No. 9217 | Leroy St.-S.P. X'ing. (Molalla) Clackamas County | March 19, 1981 |
| Wildish Medford Construction Co. No. 9029 | Four Corners-White City & Brownsboro-N. Fork Little Butte Creek Jackson County | March 19, 1981 |
| Douglas S. Coats, Inc. No. 9095 | Prairie Creek Culvert Wallowa County | March 20, 1981 |
| Fabricators, Inc. No. 9056 | Bunker Hill-Davis Slough & Coquille-Glen Aiken Creek Coos County | March 20, 1981 |
| Western Bridge, Inc. No. 9145 | Amazon Cr.(Acorn Park) Br. Lane County | March 25, 1981 |
| Siuslaw Construction Co., Inc. No. 9098 | Deer Creek Section Yamhill County | March 30, 1981 |
| Douglas S. Coats No. 8990 | Rattlesnake Cr., Field Cr. & McClellan Cr. Bridges Grant County | April 1, 1981 |
| C.C. Meisel Co., Inc. No. 9013 | Pac. Hwy. W. Intchge.-Dayton Jct. & Dayton Jct.-Lafayette Yamhill County | April 1, 1981 |

| Contractor and Contract No. | Section and County | Acceptance Date |
|---|---|---|
| Cherry City Electric, Inc. No. 9153 | Pac. Hwy. East @ "D" St. (Hubbard) Marion County | April 2, 1981 |
| Weaver Construction Co. No. 9148 | Birch Cr. (Sparks) Bridge Umatilla County | April 3, 1981 |
| Hamilton Electric, Inc. No. 9132 | Pac. Hwy. E. @ SPTC U'Xing (Oregon City) Clackamas County | April 7, 1981 |
| Hamilton Electric, Inc. No. 8879 | Rogue Valley Hwy. @ Pine St. (Central Point) Jackson County | April 9, 1981 |
| John Thomas Construction No. 9118 | Valley of the Rogue State Park Jackson County | April 9, 1981 |

April 9, 1981

C. T. Keasey
Asst. State Highway Engineer

OREGON STATE HIGHWAY DIVISION

FORM 81-734-1150

# HIGHWAY DIVISION INVOICE

NO. 131129

| DATE | BILLING REQ. NO. | YOUR ORDER NO. | CREDIT DISTRIBUTION |
|---|---|---|---|
| 2/19/81 | CA 8009 | | 30-8216-594-632 1212.34 |

UMATCTY

Umatilla County
Courthouse
Pendleton, OR 97801

MAKE CHECKS PAYABLE TO
THE OREGON STATE HIGHWAY DIVISION
SEND REMITTANCE TO:
OREGON STATE HIGHWAY DIVISION
TRANSPORTATION BUILDING
SALEM, OREGON 97310

| DESCRIPTION | QUANTITY | UNIT PRICE | TOTAL PRICE |
|---|---|---|---|
| State right of way services in connection with Right of Way Agreement # 94. Umatilla County - Birch Creek (Sparks) Bridge section. | | | |
| AMOUNT DUE<br>FINAL | | | $1,212.34 |

| | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| | 230 | 1061 | 920 | 00 P 1 | | | | | | |
| | | | TOT | P1 | | | | 14.78 | | |
| | | | ** JOB TOTALS ** | | | ** | ** | 14.78 | ** | |
| BIRCH CR (SPARKS) BRIDGE | CONT NO 9148 | | FA PROJ NOS SOS 000002 100 | | | | | | STATE | |
| | 230 | 1070 | 201 | 00 P 1 | 16,875.56 | 196,177.32 | | 196,177.32 | 80 | 81 |
| | 230 | 1070 | 204 | 00 P 1 | 5,731.73 | 2,500.00CR | | 2,500.00CR | 80 | 81 |

TOTAL TO DATE JOB COST SUMMARY — JANUARY 1981 — PAGE 145

| DESCRIPTION OF JOB OR DEPARTMENT | PREFIX | | FUNCTION | GR | CURRENT MONTH | FISCAL YEAR TO DATE | GRAND TOTAL TO DATE | ACTIVE YRS BEG | ACTIVE YRS END |
|---|---|---|---|---|---|---|---|---|---|
| | 230 | 1070 | 296 | 00 N 9 | 20,182.43CR | 187,048.48CR | 187,048.48CR | 80 | 81 |
| | 230 | 1070 | 298 | 00 N 9 | 20,182.43 | 187,048.48 | 187,048.48 | 80 | 81 |
| | 230 | 1070 | 900 | 00 P 1 | 464.75 | 18,673.69 | 18,673.69 | 80 | 81 |
| | 230 | 1070 | 900 | 00 N 1 | | 121.40 | 121.40 | 80 | 81 |
| | 230 | 1070 | 920 | 00 P 1 | | 15.83 | 60.51 | 80 | 80 |
| | 230 | 1070 | 943 | 00 P 1 | 235.50 | 235.50 | 235.50 | 81 | 81 |
| | 230 | 1070 | 945 | 00 P 1 | 48.02 | 48.02 | 48.02 | 81 | 81 |
| | | | TOT | P1 | 23,355.56 | 212,650.36 | 212,699.09 | | |
| | | | TOT | N1 | | 121.40 | 121.40 | | |
| | | | ** JOB TOTALS ** | | 23,355.56 ** | 212,771.76 ** | 212,820.49 ** | | |
| UMATILLA COUNTY-PVM MARKINGS | CONT NO | | FA PROJ NOS PMS 000087 100 | | | | | | STATE | |
| | 230 | 1072 | 920 | 00 P 1 | | 16.46 | 16.46 | 80 | 81 |
| | | | TOT | P1 | | 16.46 | 16.46 | | |
| | | | ** JOB TOTALS ** | | ** | 16.46 ** | 16.46 ** | | |
| GRANDE RONDE R BRDG | CONT NO 8822 X | | FA PROJ NOS SOS 100002 100 | | | | | | STATE | |
| | 231 | 1001 | 201 | 00 P 1 | | | 180,611.60 | 78 | 79 |
| | 231 | 1001 | 206 | 00 N 1 | | | 1.33 | 79 | 79 |
| | 231 | 1001 | 296 | 00 N 9 | 9.85CR | | 185,250.54CR | 78 | 80 |
| | 231 | 1001 | 297 | 00 N 9 | | | 22,000.00 | 78 | 78 |
| | 231 | 1001 | 298 | 00 N 9 | 9.85 | | 163,250.54 | 78 | 80 |
| | 231 | 1001 | 900 | 00 P 1 | 11.48 | | 9,360.40 | 78 | 80 |
| | 231 | 1001 | 900 | 00 N 1 | | | 87.80 | 78 | 79 |
| | 231 | 1001 | 920 | 00 P 1 | | | 17.18 | 78 | 79 |
| | 231 | 1001 | 950 | 00 P 1 | | | 279.51 | 79 | 79 |
| | | | TOT | P1 | 11.48 | | 190,268.69 | | |
| | | | TOT | N1 | | | 89.13 | | |
| | | | ** JOB TOTALS ** | | ** | 11.48 ** | 190,357.82 ** | | |
| CATHERINE CR(WILKINSON RD) | CONT NO 9165 | | FA PROJ NOS BROS100003 100 | | | | | | STATE | |
| | 231 | 1006 | 201 | 00 P 1 | | 94,541.00 | 94,541.00 | 80 | 81 |
| | 231 | 1006 | 206 | 00 N 1 | | 14.18 | 14.18 | 81 | 81 |
| | 231 | 1006 | 296 | 00 | | 4,796.65CR | 4,796.65CR | 81 | 81 |
| | 231 | 1006 | 296 | 00 N 9 | 27,967.82CR | 116,804.65CR | 116,804.65CR | 80 | 81 |
| | 231 | 1006 | 297 | 00 | | 2,611.20CR | 2,611.20CR | 81 | 81 |
| | 231 | 1006 | 297 | 00 N 9 | 27,967.82 | 28,704.50 | | | 81 |

| | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| | 230 | 1943 | 905 | 00 P 1 | | | | |
| | | | TOT | P1 | | | | |
| | | | ** JOB TOTALS ** | | ** | | ** | 764.23 ** |

| BIRCH CK BR/CANYON RD | CONT NO | | FA PROJ NOS | OS 000001 100 | | | | STATE |
|---|---|---|---|---|---|---|---|---|
| | 230 | 1946 | 296 | 00 N 9 | | | | 6,280.00CR |
| | 230 | 1946 | 297 | 00 N 9 | | | | 210.00 |
| | 230 | 1946 | 298 | 00 N 9 | | | | 5,570.00 |
| | 230 | 1946 | 901 | 00 P 1 | | | | 6,544.48 |
| | 230 | 1946 | 905 | 00 P 1 | | 4.50 | | 2,207.07 |
| | 230 | 1946 | 906 | 00 P 1 | | | | 15.50 |
| | 230 | 1946 | 909 | 00 P 1 | | | | 1,292.88 |
| | 230 | 1946 | 910 | 00 P 1 | | | | 35.96 |
| | 230 | 1946 | 911 | 00 P 1 | | | | 46.36 |
| | 230 | 1946 | 913 | 00 P 1 | | | | 13.17 |
| | 230 | 1946 | 914 | 00 P 1 | | | | 415.20 |
| | 230 | 1946 | 918 | 00 P 1 | | | | 3,127.36 |
| | 230 | 1946 | 920 | 00 P 1 | | | | 73.32 |
| | 230 | 1946 | 921 | 00 P 1 | | | | 1,667.83 |
| | 230 | 1946 | 922 | 00 P 1 | | | | 73.55 |
| | 230 | 1946 | 922 | 00 N 1 | | | | 4.53 |
| | 230 | 1946 | 923 | 00 P 1 | | | | 272.69 |
| | 230 | 1946 | 926 | 00 P 1 | | | | 3,894.64 |
| | 230 | 1946 | 950 | 00 P 1 | | | | 265.38 |
| | | | TOT | P1 | | 4.50 | | 24,945.88 |
| | | | TOT | N1 | | | | 4.53 |
| | | | ** JOB TOTALS ** | | ** | 4.50 | ** | 24,950.41 ** |



| DESCRIPTION OF JOB OR DEPARTMENT | PREFIX | FUNCTION | GR | CURRENT MONTH | FISCAL YEAR TO DATE | GRAND TOTAL TO DATE |
|---|---|---|---|---|---|---|
| SUMAC BR-MCKAY CR-PLATT BR | CONT NO | FA PROJ NOS | SOS 000003 100 | | | STATE |
| | 230 1952 | 296 | 00 N 9 | 257.02CR | 2,017.18CR | 18,529.94CR |
| | 230 1952 | 297 | 00 N 9 | | | 2,658.00 |
| | 230 1952 | 298 | 00 N 9 | 757.02 | 2,017.18 | 15,871.94 |
| | 230 1952 | 901 | 00 P 1 | 43.25 | 127.34CR | 10,110.52 |
| | 230 1952 | 905 | 00 P 1 | 257.22 | 556.42 | 556.42 |
| | 230 1952 | 914 | 00 P 1 | | | 147.60 |
| | 230 1952 | 918 | 00 P 1 | 26.86 | 1,153.20 | 1,153.20 |
| | 230 1952 | 920 | 00 P 1 | | | 13.40 |
| | 230 1952 | 923 | 00 P 1 | | | 642.56 |
| | 230 1952 | 926 | 00 P 1 | | 136.98 | 5,421.20 |
| | 230 1952 | 926 | 00 N 1 | | | 4.10 |
| | 230 1952 | 927 | 00 P 1 | 38.14 | 801.30 | 801.30 |
| | | TOT | P1 | 365.47 | 2,520.56 | 18,846.20 |
| | | TOT | N1 | | | 4.10 |
| | | ** JOB TOTALS ** | | 365.47 ** | 2,520.56 ** | 18,850.30 ** |

| DESCRIPTION OF JOB OR DEPARTMENT | PREFIX | | FUNCTION | CK | CURRENT MONTH | FISCAL YEAR TO DATE | GRAND TOTAL TO DATE | |
|---|---|---|---|---|---|---|---|---|
| P SMITH RD-S MAIN ST-WILSONRD | CONT NO | | FA PROJ NOS SOS 500002 100 | | | | | STATE |
| | 225 | 2505 | 296 | 00 N 9 | | 1.70CR | 101.05CR | |
| | 225 | 2505 | 298 | 00 N 9 | | 1.70 | 101.05 | |
| | 225 | 2505 | 407 | 00 P 1 | | | 14.78 | |
| | 225 | 2505 | 412 | 00 P 1 | | | 48.81 | |
| | 225 | 2505 | 414 | 00 P 1 | | | 15.84 | |
| | 225 | 2505 | 930 | 00 P 1 | | | 38.34 | |
| | | | TOT | P1 | | | 117.77 | |
| | | | ** JOB TOTALS ** | | ** | ** | 117.77 | ** |
| BIRCH CRK-SPARKS BR SEC | CONT NO | | FA PROJ NOS SOS 000002 100 | | | | | STATE |
| | 230 | 2513 | 296 | 00 N 9 | | 164.89CR | 564.89CR | |
| | 230 | 2513 | 297 | 00 N 9 | | | 400.00 | |
| | 230 | 2513 | 298 | 00 N 9 | | 164.89 | 164.89 | |
| | 230 | 2513 | 407 | 00 P 1 | | 1,154.51CR | 185.14 | |
| | 230 | 2513 | 407 | 00 N 1 | | 56.88CR | | |
| | 230 | 2513 | 414 | 00 P 1 | | | 7.11 | |
| | | | TOT | P1 | | 1,154.51CR | 192.25 | |
| | | | TOT | N1 | | 56.88CR | | |
| | | | ** JOB TOTALS ** | | ** | 1,211.39CR** | 192.25 | ** |
| PARSON RD BR | CONT NO | | FA PROJ NOS BROS400007 100 | | | | | STATE |
| | 234 | 2527 | 407 | 00 P 1 | | 621.07 | 621.07 | |
| | 234 | 2527 | 412 | 00 P 1 | | 28.89 | 28.89 | |
| | 234 | 2527 | 414 | 00 P 1 | | 345.90 | 345.90 | |
| | 234 | 2527 | 930 | 00 P 1 | | 114.00 | 114.00 | |
| | | | TOT | P1 | | 1,109.86 | 1,109.86 | |
| | | | ** JOB TOTALS ** | | ** | 1,109.86 ** | 1,109.86 | ** |
| SW 89TH AV-PAC HWY(TUALATIN) | CONT NO | | FA PROJ NOS X! 282003 100 | | | | | STATE |
| | 234 | 2529 | 295 | 00 N 9 | 2,360.16 | 3,925.63 | 3,925.63 | |
| | 234 | 2529 | 296 | 00 | | 166.47CR | 166.47CR | |
| | 234 | 2529 | 296 | 00 N 9 | 3,102.67CR | 12,000.77CR | 12,000.77CR | |
| | 234 | 2529 | 298 | 00 N 9 | 742.51 | 8,310.61 | 8,310.61 | |
| | 234 | 2529 | 407 | 00 P 1 | 684.84 | 6,833.51 | 6,833.51 | |
| | 234 | 2529 | 412 | 00 P 1 | 12.91 | 349.87 | 349.87 | |
| | 234 | 2529 | 414 | 00 P 1 | 1,001.01 | 3,111.13 | 3,111.13 | |
| | 234 | 2529 | 415 | 00 P 1 | | 42.04 | 42.04 | |
| | 234 | 2529 | 920 | 00 P 1 | 14.94 | 14.94 | 14.94 | |
| | 234 | 2529 | 930 | 00 P 1 | 138.61 | 264.95 | 264.95 | |
| | 234 | 2529 | 950 | 00 P 1 | | 433.12 | 433.12 | |
| | | | TOT | 00 | | 155.47CR | 155.47CR | |
| | | | TOT | P1 | 1,852.31 | 11,039.56 | 11,039.56 | |
| | | | TOT | N9 | | 155.47 | 155.47 | |
| | | | ** JOB TOTALS ** | | 1,852.31 ** | 11,039.56 ** | 11,039.56 | ** |

9148

FORM 734-3001

# FIELD ENGINEER'S WEEKLY REPORT

OREGON STATE HIGHWAY DIVISION

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

| | | |
|---|---|---|
| | SECTION: Birch Creek (Sparks) Bridge | WEEK ENDING: 12-20-80 |
| | | SECTION PREFIX: 230-1070 |
| | HIGHWAY: Canyon Road (County Rd) | COUNTY: Umatilla |
| NAME OF JOB: Birch Creek (Sparks) Bridge | KIND OF WORK: Grading, Paving, and Structure | |
| CONTRACTOR: Weaver Const. Co. | CONTRACT NUMBER: 9148 | FEDERAL AID PROJECT NUMBER: S0S-3000(2) |
| DATE OF CONTRACT: June 23, 1980 | DATE WORK STARTED: July 01, 1980 | ESTIMATED COMPLETION DATE: Nov 16, 1980 |
| AVERAGE FORCE ON PROJECT FOR THE WEEK<br>MEN 0 SUPERVISION 0 | SPECIFIED WORK DAYS | WORK DAYS USED |
| | SPECIFIED CALENDAR DAYS 120 | CALENDAR DAYS USED 120 |
| PROJECT AUTHORIZATION: $ 220,322.23 | SPECIFIED COMPLETION DATE | PERCENT OF TIME ELAPSED: 100% |
| EXCLUSIVE OF ENGINEERING: $ 202,851.74 | ENGINEERING AUTHORIZATION: $ 17,470.49 | PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100% |
| ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 205,177.32 | this week: Ø<br>ENGINEERING COST TO DATE: $ 13,522.74 | PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 100% |
| ESTIMATED PERCENT OVERRUN: 01 % | PERCENT OF AUTHORIZATION: 77 % | DATE PROJECT WAS COMPLETED: Nov 16, 1980 |

## ESTIMATED PERCENT COMPLETE (ROADWORK)

| CLEARING | DRAINAG | GRADING | BASE | OIL AND/OR PAVE | MAT'L PROD | | |
|---|---|---|---|---|---|---|---|
| | | | | | | | |

| | GRADING | SURFACING | MAINTENANCE MATERIALS | OIL & BITUMINOUS MACADAM | PAVING |
|---|---|---|---|---|---|
| MILES IN PROJECT | | | | | |
| MILES PARTIALLY COMPLETED | | | | | |
| MILES COMPLETED | | | | | |
| TOTAL ESTIMATED QUANTITIES (CONTRACT) | | | | | |
| TOTAL QUANTITIES CORRECTED TO DATE | | | | | |
| ESTIMATED QUANTITIES MOVED OR PLACED TO DATE | | | | | |
| AVERAGE DAILY QUANTITIES | | | | | |
| AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME | | | | | |
| NUMBER OF SHIFTS PER DAY | | | | | |
| HOURS PER SHIFT | | | | | |

EQUIPMENT USED DURING THE WEEK. None

## ESTIMATED PERCENT COMPLETE (STRUCTURES)

| BRIDGE NO | | | | | | | |
|---|---|---|---|---|---|---|---|
| PERCENT | | | | | | | |

| | WEATHER | WORK DAYS CHARGED | HOURS DELAY | CAUSE OF DELAY |
|---|---|---|---|---|
| SUNDAY 14 | | 0 | | |
| MONDAY 15 | | 0 | | |
| TUESDAY 16 | | 0 | | |
| WEDNESDAY 17 | | 0 | | |
| THURSDAY 18 | | 0 | | |
| FRIDAY 19 | | 0 | | |
| SATURDAY 20 | | 0 | | |

RECEIVED
DEC 22 1980
CONSTRUCTION

| GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK | |
|---|---|
| SUNDAY 14 | No activity all week |
| MONDAY | |
| TUESDAY | |
| WEDNESDAY | |
| THURSDAY | |
| FRIDAY | |
| SATURDAY | |

**REMARKS**

Semi-Final submitted on 12/17/80.

This will be the last weekly report for this project.

SIGNED _____ LOCATION Pendleton

H.N. VanCleave, Res. Engr.

PRIME RESIDENT SUBMIT 2 COPIES WHEN BRIDGES AND GRADING BOTH ARE INVOLVED SUBMIT 3 COPIES

SP*F216

VICTOR ATIYEH
GOVERNOR

OFFICE OF THE GOVERNOR
STATE CAPITOL
SALEM, OREGON 97310

November 10, 1980

Mrs. Delvin McDaniel
Route 2, Box 116 E
Pendleton, OR 97801

Thank you for your letter of October 20, 1980 expressing your concern for the designed location of the Birch Creek (Sparks) Bridge and the realignment of the road east of Birch Creek.

This project was a federally-funded project which the Highway Division administers. The Division performed the necessary engineering on the project at the request of the Umatilla County Board of Commissioners.

In reviewing the project file, it is very apparent the Highway Division made no independent decisions but relied on the county for final determination. Much time was spent considering alternative routes suggested during the survey and design stage of the project.

The final location of the bridge was determined by the County, and the Highway Division developed plans on the basis of Mr. Carlos Van Elsberg's letter of January 31, 1979, which was concurred in by Delvin McDaniel who also signed the letter.

I appreciate your concern for the loss of tillable land. However, of the three options explored by the County, it appears the route selected has the least impact.

I hope this explains the Highway Division's role in the project and that it was performing tasks outlined and approved by the Umatilla County Board of Commissioners.

Sincerely,

Victor Atiyeh
Governor

VA:vl

cc: Umatilla County Board of Commissioners

bc: Highway

Pendleton Ore
Oct 20, 1980

Dear Sir: 9655

I'm writing to you about a expense up here in Umatilla County that is unjustified.

They have taken good ground and chopped our fields up in such small areas that you can not make use of them like we used. We always raised all the hay we needed before now we will have to buy.

We gave the county a big strip on our worthley Ranch and it would have left a straight road off from the original old road which they said they were wanting to do was to straighten the road.

The State Engineers, who some are very good friends of the neighbor on the North would not even consider them. Even though we would

you owe ground to them. they had to buy the land they took!

I don't blame our county men at all. It was the State men.

Also talking with the bridge contractor, he gave me the idea it would not have been so expensive as the way they went. They designed the bridge for one thing and then had to redesign it, because the State did not come drill where the bridge was going in.

I feel the Federal Government, State, and County spent money that shouldn't have been spent.

Hope to hear what you have to say.

As you know farming ground is becoming scarcer all the time

Yours Truly

Mrs Delvin McDaniel
(Rosalie Pankratz Co.

THE PENDLETON BANKING CO.
P.O. BOX 1499 (503) 276-4111
PENDLETON, OREGON 97801

LETTER OF CREDIT NO. 7779481-1 $33,120.00

State of Oregon
Department of Transportation
Highway Division
Transportation Building
Salem, Oregon 97310

Gentlemen:

We hereby confirm and open our Irrevocable Letter of Credit in your favor, available by your drafts drawn through us at sight, in amounts totaling in the aggregate not more than Thirty-Three Thousand One Hundred Twenty and no/100 Dollars ($33,120.00), for the account of the Department of Public Works, Umatilla County, Oregon.

Your drafts must state on their face: "Drawn on Letter of Credit No. 7779481-1, for Project No. SOS-300(2), dated June 18, 1980, of The Pendleton Banking Co."

Except so far as otherwise stated herein, this Letter of Credit is subject to the Uniform Customs and Practice for Documentary Credits (1962 Revision), ICC Brochure No. 222.

We hereby agree with you that drafts drawn under and in compliance herewith will be duly honored.

The Pendleton Banking Co.

By D. R. Anderson Pres.
(title)

June 2, 1980

Umatilla County Board of Commissioners
Courthouse
Pendleton, Oregon 97801

COR 4

Attn: Mr. Carlos VanElsberg
Director of Public Works

Gentlemen:

On May 29, 1980 a satisfactory bid was received from Beaver Construction Company, P.O. Box 588, Union, Oregon 97883 for the Birch Creek (SPARKS) Bridge Section. This is a OFF SYSTEM Project No. SOS-300(2). The advance deposit based on the anticipated construction cost of their bid is as follows:

| | |
|---|---|
| Bid Items | $191,816.50 |
| Permanent Pavement Striping | $ 500.00 |
| Temporary Erosion Control | 1,000.00 |
| Seeding and Mulching | 800.00 |
| 4 1/2% Contingencies | 8,735.24 |
| 9% Engineering | 17,470.49 |
| Est. Construction Cost | $220,322.23 |
| Est. P.E. Cost | 24,000.00 |
| Est. R/W Cost | 2,300.00 |
| Estimated Project Cost | $246,622.23 |
| Less Federal Funds(86% of $246,622.23) | 212,095.12 |
| Less P.E. Advance Deposit | 910.00 |
| Less R/W Advance Deposit | 500.00 |
| COUNTY'S SHARE | $ 33,117.11 |

By rounding the County's Advance Deposit will be $33,120.00.

This project will be awarded upon receipt of your advance deposit, which should be in this office no later than June 20, 1980.

The attached sheet defines the three options for making your advance deposit. Please select the option you desire and submit your advance deposit in accordance with the instructions.

Very truly yours,

for D. E. Swan
Operation Programming Engineer

IR:pf

bcc w/AD # 781: Roger Lang, Region 5 Federal Aid Engineer
Vern Skoog - Please return completed AD # 781 when check is received.

# ENVIRONMENTAL REVIEW CHECKLIST

ALL CLEAR 4/30/80

Donald L. Rout

~~5-29-79~~ 5-29-80 Bid Letting _____ All Clear Deadline

SECTION Birch Creek (Sparks) Bridge
Highway County Road
County Umatilla Region 5
Type of Work Str. Funds 05
State __ Consultant __ Plans Avail. __ Yes __ No

| | Not Required | Required | Mitigation Required | Mitigation/Plans | ALL CLEAR | |
|---|---|---|---|---|---|---|
| **DOCUMENTS:** | | | | | | |
| EIS | X | | | | | |
| Negative Declaration | X | | | | | |
| Project Assessment | | X | | | X | |
| Write-off Letter | X | | | | | |
| **PERMITS:** | | | | | | |
| Division of State Lands | | X | X | X | X | |
| D.O.G.M.I. | X | | | | | |
| Corps of Engineers | | X | | | X | |
| Coast Guard | X | | | | | |
| Co. Conditional Use | X | | | | | |
| NPS Air Pollution | X | | | | | |
| NPS Water Pollution | X | | | | | |
| **CULTURAL:** | | | | | | |
| Cultural Survey | | X | | | X | |
| Cultural Salvage | X | | | | | |
| **NOISE:** | | | | | | |
| Noise Study | | X | | | X | Statewide |

| | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|
| | | | | | | | | | STATE |
| MCLEOD LN-OR EL R R SEC | CONT NO | | FA PROJ NOS M | 830003 100 | | | | | |
| | 224 | 2522 | 407 | 00 P 1 | 688.97 | | 1,[illegible].37 | | 1,[illegible].37 |
| | 224 | 2522 | 930 | 00 P 1 | 122.17 | | 150.31 | | 1[illegible].31 |
| | | | TOT | P1 | 811.14 | | 1,6[illegible].68 | | 1,6[illegible].68 |
| | | | ** JOB TOTALS ** | | 811.14 | ** | 1,659.68 | ** | 1,6[illegible].68 ** |
| | | | | | | | | | STATE |
| P SMITH RD-S MAIN ST-WILSONRD | CONT NO | | FA PROJ NOS SOS 500002 100 | | | | | | |
| | 225 | 2505 | 407 | 00 P 1 | 12.80 | | 12.80 | | 12.80 |
| | 225 | 2505 | 412 | 00 P 1 | | | | | 48.81 |
| | 225 | 2505 | 414 | 00 P 1 | | | 15.84 | | 15.84 |
| | 225 | 2505 | [illegible] | 00 P 1 | | | | | 33.34 |
| | 225 | 2505 | 930 | 00 P 1 | | | | | 115.79 |
| | | | TOT | P1 | 12.80 | | 28.64 | | 115.79 |
| | | | ** JOB TOTALS ** | | 12.80 | ** | 28.64 | ** | 115.79 ** |
| | | | | | | | | | STATE |
| BIRCH CRK-SPARKS BR SEC | CONT NO | | FA PROJ NOS SOS 000002 100 | | | | | | [illegible] |
| | 230 | 2513 | [illegible] | 00 N 9 | | | | | 4[illegible].00 |
| | 230 | 2513 | 297 | 00 N 9 | | | | | 1,3[illegible].65 |
| | 230 | 2513 | 407 | 00 P 1 | | | 11.80 | | 56.83 |
| | 230 | 2513 | 407 | 00 N 1 | | | | | 7.11 |
| | 230 | 2513 | 414 | 00 P 1 | | | | | 1,[illegible]6.76 |
| | | | TOT | P1 | | | 11.80 | | 56.83 |
| | | | TOT | N1 | | | | | |
| | | | ** JOB TOTALS ** | | | ** | 11.80 | ** | 1,403.64 ** |
| | | | | | | | | | STATE |
| SPRR XING NEWBERG-DUNDEE | CONT NO | | FA PROJ NOS RRO 00S037 100 | | | | | | |
| | 236 | 2515 | 407 | 00 P 1 | 1,792.10 | | 2,[illegible]23.14 | | 2,[illegible]23.14 |
| | 236 | 2515 | 412 | 00 P 1 | 266.57 | | 274.69 | | 274.49 |

| TOTAL TO DATE JOB COST SUMMARY | | | | | APRIL 1980 | PAGE 827 | |
|---|---|---|---|---|---|---|---|
| DESCRIPTION OF JOB OR DEPARTMENT | PREFIX | | FUNCTION | GR | CURRENT MONTH | FISCAL YEAR TO DATE | GRAND TOTAL TO DATE |
| | 236 | 2515 | 414 | 00 P 1 | | 68.44 | 68.44 |
| | 236 | 2515 | 900 | 00 P 1 | | 1,178.17 | 1,178.17 |
| | 236 | 2515 | 930 | 00 P 1 | 62.08 | 62.08 | 62.08 |
| | | | TOT | P1 | 2,120.75 | 4,311.32 | 4,311.32 |
| | | | ** JOB TOTALS ** | | 2,120.75 ** | 4,311.32 ** | 4,311.32 ** |
| | | | | | | | STATE |
| NW 9TH AT BUCHANAN(CORVALLIS) | CONT NO | | 8 FA PROJ NOS HHS 245001 100 | | | | |
| | 302 | 2505 | 296 | 00 N 9 | 24.09CR | 24.09CR | 510.06CR |
| | 302 | 2505 | 297 | 00 N 9 | 24.09 | 24.09 | 510.06 |
| | 302 | 2505 | 401 | 00 P 1 | | | 250.00 |
| | 302 | 2505 | 404 | 00 P 1 | | | 110.00 |
| | 302 | 2505 | 407 | 00 P | | | 5.[illegible]6 |
| | 302 | 2505 | 407 | 00 P 1 | | | 395.29 |
| | 302 | 2505 | 407 | 00 1 | | | 5.25CR |
| | 302 | 2505 | 412 | 00 P 1 | | | 100.00 |
| | 302 | 2505 | 414 | 00 P 1 | | | 127.[illegible] |

BIRCH CK BR/CANYON RD  CONT NO 230 1946  FA PROJ NOS QS 000001 100  STATE

| | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| | | | | | | | 6,280.00CR | |

TOTAL T [illegible]ATE JOB COST SUMMARY  APRIL 1980  PAGE 520

| DESCRIPTION OF JOB OR DEPARTMENT | PREFIX | | FUNCTION | | GR | CURRENT MONTH | FISCAL YEAR TO DATE | GRAND TOTAL TO DATE |
|---|---|---|---|---|---|---|---|---|
| | 230 | 1946 | 296 | 00 | N 9 | | | [illegible] |
| | 230 | 1946 | [illegible] | 00 | N 9 | | | 5,[illegible] |
| | 230 | 1946 | [illegible] | 00 | P 1 | | 1,009.23CR | 6,[illegible] |
| | 230 | 1946 | [illegible] | 00 | P 1 | | 2,640.[illegible] | 7,[illegible] |
| | 230 | 1946 | [illegible] | 00 | P 1 | | 6.00 | 6.00 |
| | 230 | 1946 | 909 | 00 | P 1 | | 668.88 | 1,292.83 |
| | 230 | 1946 | 910 | 00 | P 1 | | | [illegible] |
| | 230 | 1946 | 911 | 00 | P 1 | | | 46.36 |
| | 230 | 1946 | 913 | 00 | P 1 | | 11.92 | 13.17 |
| | 230 | 1946 | 914 | 00 | P 1 | | | 416.20 |
| | 230 | 1946 | 918 | 00 | P 1 | | 753.[illegible] | 3,127.36 |
| | 230 | 1946 | 921 | 00 | P 1 | 145.24 | 361.00 | 934.36 |
| | 230 | 1946 | 922 | 00 | P 1 | 4.05 | 16.25 | [illegible] |
| | 230 | 1946 | 922 | 00 | N 1 | | | 4.[illegible] |
| | 230 | 1946 | 923 | 00 | P 1 | | 33.31 | 101.55 |
| | 230 | 1946 | [illegible] | 00 | P 1 | | 709.23 | 3,[illegible] |
| | 230 | 1946 | [illegible] | 00 | P 1 | | 3.33 | [illegible] |
| | | | TOT | P1 | | 149.29 | 4,120.22 | 23,781.94 |
| | | | TOT | NI | | | | 4.63 |
| | | | ** JOB TOTALS ** | | | 149.29 ** | 4,120.22 ** | 23,786.[illegible] ** |

SUNRC BR-MCKAY CR-PLATT BR  CONT NO  FA PROJ NOS SOS 000003 100  STATE

| | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| | 230 | 1952 | 296 | 00 | N 9 | 49.98CR | 8,015.92CR | 15,937.82CR |
| | 230 | 1952 | [illegible] | 00 | N 9 | | | 2,[illegible] |
| | 230 | 1952 | [illegible] | 00 | N 9 | 49.98 | 8,015.92 | 13,[illegible] |
| | 230 | 1952 | 901 | 00 | P 1 | | 8,748.74 | 9,767.46 |
| | 230 | 1952 | 914 | 00 | P 1 | | | 147.60 |
| | 230 | 1952 | 920 | 00 | P 1 | | | 13.40 |
| | 230 | 1952 | 923 | 00 | P 1 | | | 388.68 |
| | 230 | 1952 | [illegible] | 00 | P 1 | | | 5,[illegible] |
| | 230 | 1952 | [illegible] | 00 | N 1 | | | 4.10 |
| | | | TOT | P1 | | | 8,748.74 | 15,541.36 |
| | | | TOT | NI | | | | 4.10 |
| | | | ** JOB TOTALS ** | | | ** | 8,748.74 ** | 15,545.46 ** |

FOUR LN RD @ HWY #730  CONT NO  FA PROJ NOS SOS 000004 100  STATE

| | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| | 230 | 1953 | 296 | 00 | N 9 | 31.09CR | 1,349.29CR | 2,693.75CR |
| | 230 | 1953 | [illegible] | 00 | N 9 | 31.09 | 1,349.29 | 2,[illegible] |
| | 230 | 1953 | 901 | 00 | P 1 | | 1,506.34 | 3,[illegible] |
| | 230 | 1953 | 920 | 00 | P 1 | | | 13.40 |
| | | | TOT | P1 | | | 1,506.34 | [illegible] |

TOTAL TO DATE JOB COST SUMMARY — MARCH 1980 — PAGE 507

| DESCRIPTION OF JOB OR DEPARTMENT | PREFIX | | FUNCTION | GR | CURRENT MONTH | FISCAL YEAR TO DATE | |
|---|---|---|---|---|---|---|---|
| | 230 | 1943 | [illegible] | ( ) N 9 | | | |
| | 230 | 1943 | [illegible] | ( ) P 1 | | | |
| | 230 | 1943 | [illegible] | ( ) P 1 | | | |
| | | | 10I | P1 | | | |
| | | | ** JOB TOTALS ** | | ** | ** | [illegible] ** |

| BIRCH CK BR/CANYON RD | CONT NO | | FA PROJ NOS | GR | [illegible]001 100 | | | |
|---|---|---|---|---|---|---|---|---|
| | 230 | 1946 | [illegible] | ( ) N 9 | | | | |
| | 230 | 1946 | [illegible] | ( ) N 9 | | | | |
| | 230 | 1946 | [illegible] | ( ) N 9 | | | | |
| | 230 | 1946 | [illegible] | ( ) P 1 | 44.03 | 1,[illegible] | 2CR | |
| | 230 | 1946 | [illegible] | ( ) P 1 | 31.10 | 2,[illegible] | | |
| | 230 | 1946 | [illegible] | ( ) P 1 | | [illegible] | | |
| | 230 | 1946 | [illegible] | ( ) P 1 | | [illegible].03 | | |
| | 230 | 1946 | [illegible] | ( ) P 1 | | | | |
| | 230 | 1946 | [illegible] | ( ) P 1 | | | | |
| | 230 | 1946 | 911 | ( ) P 1 | | 11.92 | | |
| | 230 | 1946 | 913 | ( ) P 1 | | | | |
| | 230 | 1946 | [illegible] | ( ) P 1 | | | | |
| | 230 | 1946 | 918 | ( ) P 1 | | [illegible] | | |
| | 230 | 1946 | 921 | ( ) P 1 | 143.04 | [illegible] | | |
| | 230 | 1946 | 922 | ( ) P 1 | 4.72 | [illegible] | | |
| | 230 | 1946 | 922 | ( ) N 1 | | [illegible] | | |
| | 230 | 1946 | 923 | ( ) P 1 | 33.31 | [illegible] | | |
| | 230 | 1946 | [illegible] | ( ) P 1 | | [illegible] | | |
| | 230 | 1946 | [illegible] | ( ) P 1 | | [illegible] | | |
| | | | TOT | P1 | 262.85 | 3,9[illegible].93 | | |
| | | | TOT | P1 | | | | |
| | | | ** JOB TOTALS ** | | 262.85 ** | 3,9[illegible].93 ** | | |

| SUMAC TR-MCKAY CR-PLATT BR | CONT NO | | FA PROJ NOS | GR | [illegible]003 100 | | | |
|---|---|---|---|---|---|---|---|---|
| | 230 | 1952 | [illegible] | ( ) N 9 | 500.00CR | 7,[illegible].94CR | | |
| | 230 | 1952 | [illegible] | ( ) N 9 | | | | |
| | 230 | 1952 | [illegible] | ( ) N 9 | 500.00 | 7,[illegible].94 | | |
| | 230 | 1952 | [illegible] | ( ) P 1 | 158.23 | 8,748.74 | | |
| | 230 | 1952 | [illegible] | ( ) P 1 | | | | |
| | 230 | 1952 | [illegible] | ( ) P 1 | | | | |
| | 230 | 1952 | [illegible] | ( ) P 1 | | | | |
| | 230 | 1952 | [illegible] | ( ) P 1 | | | | |
| | 230 | 1952 | [illegible] | ( ) P 1 | | | | |
| | 230 | 1952 | [illegible] | ( ) N 1 | | | | |
| | | | TOT | P1 | 158.23 | 8,748.74 | | |
| | | | TOT | P1 | | | | |
| | | | ** JOB TOTALS ** | | 158.23 ** | 8,748.74 ** | | |

| POWER LIN RD @ HWY 8730 | CONT NO | | FA PROJ NOS | GR | [illegible]004 100 | | | |
|---|---|---|---|---|---|---|---|---|
| | 230 | 1953 | [illegible] | ( ) N 9 | | 1,[illegible].00CR | | |
| | 230 | 1953 | [illegible] | ( ) N 9 | | 1,[illegible].00 | | |

TOTAL TO DATE JOB COST SUMMARY — MARCH 1980 — PAGE 803

| DESCRIPTION OF JOB OR DEPARTMENT | PREFIX | FUNCTION | GR | CURRENT MONTH | FISCAL YEAR TO DATE | GRAND TOTAL TO DATE | |
|---|---|---|---|---|---|---|---|
| HUBBARD-BROADACRESRD-CASERD | CONT NO | FA PROJ NOS CS 400001 100 | | | | | STATE |
| | 224 2520 | 208 | 00 N 9 | | 102.20CR | 1,470.20CR | |
| | 224 2520 | 208 | 00 N 9 | | 398.70 | 1,[illegible] | |
| | 224 2520 | 501 | 00 P 1 | | | [illegible] | |
| | 224 2520 | 502 | 00 P 1 | 99 | 10.69 | [illegible] | |
| | 224 2520 | 509 | 00 P 1 | | | [illegible] | |
| | 224 2520 | 512 | 00 P 1 | | | [illegible] | |
| | 224 2520 | 514 | 00 P 1 | | | 1,[illegible] | |
| | 224 2520 | 900 | 00 P 1 | | 42.21 | [illegible] | |
| | 224 2520 | 900 | 00 P 1 | | | [illegible] | |
| | | TOT | P1 | 99 | 52.80 | 2,412.12 | |
| | | ** JOB TOTALS ** | | .99 ** | 52.80 ** | 2,412.12 ** | |
| MCLEOD LN-OR EL R R SEC | CONT NO | FA PROJ NOS M 800003 100 | | | | | STATE |
| | 224 2522 | 502 | 00 P 1 | 800.40 | 800.40 | [illegible] | |
| | 224 2522 | 900 | 00 P 1 | [illegible] | [illegible] | [illegible] | |
| | | TOT | P1 | [illegible] | [illegible] | [illegible] | |
| | | ** JOB TOTALS ** | | 848.54 ** | 848.54 ** | [illegible] ** | |
| P SMITH RD-S MAIN ST-WILSONRD | CONT NO | FA PROJ NOS SCS 800002 100 | | | | | STATE |
| | [illegible] 2505 | 512 | 00 P 1 | | | [illegible] | |
| | [illegible] 2505 | 514 | 00 P 1 | | 15.64 | [illegible] | |
| | 223 2505 | 900 | 00 P 1 | | | [illegible] | |
| | | TOT | P1 | | 15.64 | [illegible] | |
| | | ** JOB TOTALS ** | | ** | 15.64 ** | 102.99 ** | |
| BIRCH CRK-SPARKS BR SEC | CONT NO | FA PROJ NOS SCS 800002 100 | | | | | STATE |
| | 2[illegible] 2513 | 205 | 00 N 9 | | | 500.00CR | |
| | 2[illegible] 2513 | 207 | 00 N 9 | | | [illegible] | |
| | 2[illegible] 2513 | 507 | 00 P 1 | | 11.80 | 1,[illegible] | |
| | 2[illegible] 2513 | 507 | 00 N 1 | | | [illegible] | |
| | 2[illegible] 2513 | 900 | 00 P 1 | | | [illegible] | |
| | | TOT | P1 | | 11.80 | [illegible] | |
| | | TOT | M1 | | | [illegible] | |
| | | ** JOB TOTALS ** | | ** | 11.80 ** | 1,[illegible] ** | |
| | 231 2515 | 507 | 00 P 1 | 935.04 | 935.04 | 935.04 | |
| | 231 2515 | 512 | 00 P 1 | 2.62 | 2.62 | 2.62 | |
| | 231 2515 | 514 | 00 P 1 | [illegible] | [illegible] | [illegible] | |
| | 232 2515 | 900 | 00 P 1 | 1,173.17 | 1,[illegible]3.17 | 1,[illegible]3.17 | |
| | | TOT | P1 | 2,[illegible]0.57 | 2,[illegible]0.57 | 2,[illegible]0.57 | |
| | | ** JOB TOTALS ** | | 2,190.57 ** | 2,[illegible]0.57 ** | 2,190.57 ** | |
| NW 9TH AT BUCHANAN(CORVALLIS) | CONT NO | FA PROJ NOS [illegible]S 295001 100 | | | | | STATE |
| | 302 2505 | 256 | 00 N 9 | | | 485.97CR | |

STATE OF OREGON

INTEROFFICE MEMO

TO: Mr. W. E. Schwartz
Region 5 Engineer

DATE: March 27, 1980

FROM: T. G. Thompson
Supervising Structural
Design Engineer

DES 23
Br. 10563A

SUBJECT:
Birch Creek (Sparks) Bridge
Birch Cr. (Sparks) Br. Sec.
Canyon Road
Umatilla County
Bridge 10563A

Enclosed are two reduced prints of drawings 35185 through 35189 which are the advance detail drawings for the subject structure.

Our present estimate of costs for the proposed contract is as follows:

| | |
|---|---|
| Grading and Paving | $ 97,000 |
| Structure | 115,000 |
| Engineering & Contingencies | 42,000 |
| TOTAL | $254,000 |

It is planned to call for bids on this section on May 29, 1980.

Please make a field review and return one set by April 18, 1980 with your comments and/or corrections noted thereon.

GDA:dh
Enclosures

cc Carlos Van Elsberg (Umatilla Co.) /w/ 2 sets encls.
H. A. Schell /w/ 2 sets encls.
Specs Unit /w/ 1 set encls. plus estimate sheet (unchecked) and designer's notes
Construction /w/ 1 set encls.
Utility Unit /w/ 1 set encls.
County-City Unit
Road Design /w/ 1 set encls.
H. N. Van Cleave /w/ 1 set encls.

81.125.1387

VICTOR ATIYEH
GOVERNOR

*Department of Transportation*
# STATE HIGHWAY DIVISION

REGION 5 OFFICE

In Reply Refer to
File No.:

~~FASC~~

W. E. Schwartz
Region Engineer

P. O. Box 850 La Grande, Oregon 97850 Telephone 963-3177

SO 300(1)

March 17, 1980

Mr. Carlos Van Elsberg
Director of Public Works
P. O. Box 1247
Pendleton, Oregon 97801

Dear Carlos:

Re: Birch Creek (Sparks) Bridge Section

One more time, enclosed are Drawings B-816 and 33212 which are preliminary plans for the long delayed Birch Creek Bridge.

The plans reflect the revised length you requested in your letter of March 3, 1980 in order to provide the cattle path requested by the property owner.

The present estimate of cost is as follows:

| | |
|---|---|
| Grading and paving | $ 97,000 |
| Structure | 114,000 |
| Engineering and contingencies | 42,000 |
| | $253,000 |

Please present the plans to the Board of Commissioners for their approval. After the plans are approved, please return two copies to me for further processing.

We plan to let the project as soon as possible.

Sincerely,

Roger C. Lang
Region Federal Aid Engineer

RCL/vt
Enc.
cc: D. E. Swan
Ted Thompson
H. N. Van Cleave

Form 734-3172

STATE OF OREGON

INTEROFFICE MEMO

TO: Mr. W. E. Schwartz
Region 5 Engineer Attn. Roger Lang

DATE: March 14, 1980

DES 23
Br. 10563A

FROM: T. G. Thompson
Supervising Shructural
Design Engineer

SUBJECT:

Birch Creek (Sparks) Bridge
Birch Creek (Sparks) Bridge Sec.
Canyon County Road
Umatilla County
Bridge 10563A

Enclosed are four reduced prints of drawings B-816 and 33212 which are the preliminary plan and elevation and vicinity map for the subject structure. This is a resubmittal for a span 5'-0" longer.

Our present estimate of costs for the proposed contract is as follows:

| | |
|---|---|
| Grading and Paving | $ 97,000 |
| Structure | 114,000 |
| Engineering & Contingencies | 42,000 |
| TOTAL | $253,000 |

Please use these prints to obtain the approval of Umatilla County and return one set of prints to this office as soon as possible with the appropriate approval stamped thereon.

It is planned to call for bids on this project on April 24, 1980.

GDA:dh

cc H. A. Schell /w/ 1 set encls. and Found. Report
Road Design /w/ 1 set encls.
County-City
Environment (M. Banks) /w/ 1 set encls.

81-125-1387

OREGON STATE HIGHWAY D ISION
117 DOT Building
Salem, Oregon 97310

Highway # 2030
Prefix 230-1946

Attention: Right-of-Way Section

Subject: Federal Aid Project No. SOS-3000(1)
Project Name Birch CREEK (Spanks) Bridge
Canyon CREEK Road.

Regarding the above referred to federal aid project, we hereby certify that to the best of our knowledge and belief:

A. Existing Right-of-Way

☐ 1. All construction can be accomplished completely within the existing right-of-way. This existing right-of-way was acquired prior to January 2, 1971.

B. New Right-of-Way

☒ 1. This project required additional right-of-way purchased after January 2, 1971. Right-of-way, easements, or rights-of-entry required for this project have been secured in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, and all incidental charges related to the transfer of property will be paid by the county in accordance with said Act.

☒ a. There has been no displacement of persons from residences, farms or businesses.

OR

☐ b. There has been displacement of persons from either residences, farms or businesses and in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, displaced persons, businesses, or farm operations have been provided relocation payments, if eligible, and relocation assistance. Displaced individuals or families have been relocated to decent, safe and sanitary housing or have been offered decent, safe, sanitary and fair housing immediately available on the open market.

C. Utilities

☒ 1. The occupancy and/or adjustment of existing utilities within the right-of-way of the above referred to federal aid project have been authorized by permit, franchise, or other approved procedure.

Signed at Pendleton, Oregon, this 5th day of (illegible), 1980

County of Umatilla

T. K. Shumway
County Judge/Chairman

Jack Roberts
Commissioner

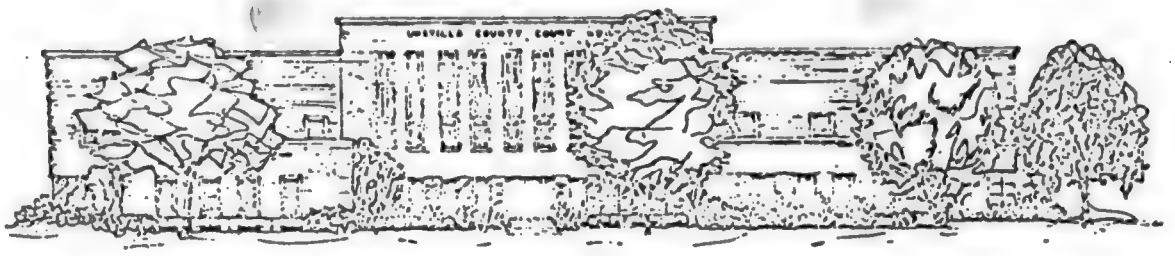
Commissioner

Certified By:

Regional Right-of-Way Supervisor
Date (illegible)

Instructions: Complete A or B and C.
R/W File No. _____
Rev. 1/76

COMMISSIONERS
F. K. "Woody" Starrett
A. L. "Bud" Draper
Ford Robertson



STAFF
Michele Hallman
Legal Counsel
Joe Campbell
Administrative Assistant
Marcia Wells
Office Manager

216 S.E. 4th P.O. Box 1427 Pendleton, Oregon 97801
Phone 503/276-7111

February 27, 1980

☐ RE ☐ RCE ☐ RME ☐ ROE

☒ RFA FEB 27 1980 ☐

RECEIVED
REGION 5 OFFICE

Mr. & Mrs. Delvin McDaniel
Route 2, Box 166E
Pendleton, Oregon 97801

Re: Sparks Bridge Replacement

Dear Mr. & Mrs. McDaniel:

This letter is to inform you that Umatilla County wishes to take possession of that property needed for the improvement of County Road #746 described in Exhibit "A" of the Right-of-way Option signed by you on February 27, 1980. You may expect reimbursement for the taking as quickly as the deed can be prepared and processed.

In closing, the Board of Commissioners wish to thank you for your cooperation, and you can be assured that Carlos Van Elsberg, Public Works Director, will keep you informed as the project goes to contract.

Yours truly,

UMATILLA COUNTY
BOARD OF COMMISSIONERS

"Attachment C"
Permit & Entry --- allowed upon approval by Board of Comm.

cy R/W, Pls. take appropriate action
H. D. Van Cleave

Hal Reynoldson —
Please note requirements shown in Exhibit "B" — will have to be shown in specs.
Roger

/s/ F. K. Starrett
F. K. STARRETT, CHAIRMAN

/s/ A. L. Draper
A. L. DRAPER

/s/ Ford Robertson
FORD ROBERTSON
2-28-80
Roger C. Lang

# UMATILLA COUNTY

ROAD OFFICE

PENDLETON, OREGON

January 16, 1980

Mr. & Mrs. Delvin McDaniel
Route 2, Box 166 E
Pendleton, Oregon 97801

Dear Mr. & Mrs. McDaniel:

I want to thank you for your letter of January 10, 1980, in reference to the reconstruction of Sparks Bridge and the relocation of a portion of County Road #746.

I have discussed your letter with the Board of Commissioners and the following decision was reached on your comments and proposal for reimbursement for the needed right-of-way:

1. Your request to reconsider the right-of-way on your North property line was again discussed and rejected as being too costly and greatly in excess of the amount of funds allocated for this project.

2. Your request for the installation of two (2) cattlepasses must also be rejected as being impractical and an installation not in existence at the present time. Also, there is no way to install those cattlepasses in the roadway as it is now designed.

3. All fences removed as the direct result of construction will be replaced at County expense utilizing like material.

4. Two (2) twelve (12) inch culverts will be installed at County expense in the reconstructed roadway for irrigation purposes. One (1) each will be installed on each side of Birch Creek as desired by property owner.

5. All topsoil removed from the relocated roadbed will be stockpiled and placed on the abandoned roadway in order that the reclaimed property may be utilized as farmland.

6. As requested, you will be reimbursed at three thousand dollars ($3,000.00) per acre for property needed as right-of-way in connection with the reconstruction of Sparks Bridge and County Road #746.

I hope you will understand the County's negative responses and the fact that the County has acceded to your other requests will bring the negotiation to a satisfactory conclusion.

In conclusion, I am aware that this project will result in some inconvenience to you, but I feel that Umatilla County is being very generous in their compensation, and I hope to hear from you soon with your decision on the County's present offer.

Yours truly,

UMATILLA COUNTY ROAD DEPARTMENT

Carlos Van Elsberg

Carlos Van Elsberg
Public Works Director

CVE/bb

Cattle pass under bridge
Drainage - culvert & fill slope
Bank

I would like to see a large culvert put under this fill where now a little one is & the new road be built

Fed. Aid No. N. A.

Grantors Delvin D. and Clara C. McDaniel Mail Address Route 2, Box 166 E

Mail Address Pendleton, Oregon 97801

Section Birch Creek (Sparks) Bridge Highway Coombs Canyon Road (County Road)

County Umatilla Purpose Right-of-way Agent

# REAL ESTATE OPTION

IN CONSIDERATION of the offer to the undersigned for the hereinafter described property, the undersigned hereby give and grant to the State of Oregon, by and through its Department of Transportation, upon the terms and conditions hereinafter stated, the option to purchase the property described on Exhibit "A" attached, bearing date of September 11, 1979 and covering one parcels, subject to special provisions contained in Exhibit(s) "B", "C" attached and by this agreement made a part of this option.

The Oregon Transportation Commission shall have the irrevocable right, at any time, within six (6) months from the date hereof, to accept this option.

The undersigned, hereinafter referred to as "Grantors," agree to deliver to the State of Oregon, by and through its Department of Transportation, hereinafter referred to as "State," a warranty deed to said property, CONVEYING A GOOD AND MERCHANTABLE TITLE THERETO FREE FROM ALL OUTSTANDING LIENS AND ENCUMBRANCES, INCLUDING UNPAID AND DEFERRED REAL PROPERTY TAXES, AND FREE FROM ALL RIGHTS OF LESSEES, TENANTS, AND OTHER PERSONS CLAIMING ANY RIGHTS IN OR TO SAID PROPERTY. The conveyances shall include all buildings, fixtures and crops located on said property as well as appurtenances thereto (except for the items herein reserved by Grantors). Grantors further agree not to sell or encumber said property during the term of this option.

Upon the delivery of said deed and the clearing of title satisfactory to State, Grantors, in the usual course and through the usual channels of auditing claims against State, shall be paid the sum of three thousand four hundred fifty Dollars ($ 3,450.00 ) (Less $ ) for items as listed on Exhibit(s) as full payment of the purchase thereof.

Grantors, unless the right is waived herein, are entitled to receive payment, less any deposits and allowances as listed on exhibit(s), before State takes possession of the property.

Grantors of occupied property are entitled to 90 days written notice before they are required to vacate. State will give grantors 30 days written notice of the specific vacation date when making payment for property less any deposits and allowances. Grantors received 90 days notice on N. A. .

Grantor does not have to provide title insurance. State will pay all recording charges for documents required to vest clear title in State; and prorate taxes as of the date of possession or transfer of title, whichever is earlier.

Grantors acknowledge all items of damages, all sums of money to be paid, and all things to be done by State are in this option. Grantors agree, the consideration recited herein is just compensation for the optioned property, including any and all damages to grantors remaining property, if any, which may result from the acquistion or use of said property and the construction or improvement of the highway. All claims for damages, injury or loss on account of failure to close this option are hereby expressly waived.

NOTICE: BEFORE SIGNING THIS OPTION BE SURE ALL OBLIGATIONS, INCLUDING THOSE YOU EXPECT STATE TO PERFORM, ARE SET OUT IN THIS OPTION AND THAT YOU FULLY UNDERSTAND ALL OF THE TERMS OF THIS OPTION.

*All references herein to State shall mean County of Umatilla throughout this document.

Dated this 27 day of February, 1980

Delvin D. McDaniel

Clara C. McDaniel

734-3303
(Rev. 1/79)

EXHIBIT A

File 50570
Delvin D. and Clara C. McDaniel
JS 9-11-79 1R-4-701

Survey Approval Project
Section: Birch Creek (Sparks) Bridge
Canyon Road (County Road)
Non-Throughway

A parcel of land lying in the S½NE¼ of Section 4, Township 1 North, Range 32 East, W.M., Umatilla County, Oregon; the said parcel being that portion of said S½NE¼ included in a strip of land extending from the Easterly line of the O.W.R. & N. Co. right of way in said subdivision to a line at right angles to the center line of relocated Canyon Road (County Road) at Engineer's Station 32+86.46, said strip of land being 60 feet in width, 30 feet on each side of said center line, which center line is described as follows:

Beginning at Engineer's center line Station 16+32.21, said station being 797.79 feet South and 3953.10 feet West of the Southwest corner of STEWARTS ADDITION, Umatilla County, Oregon; thence on a 477.47 foot radius curve left (the long chord of which bears North 46° 00' 15" East 249.70 feet) 252.64 feet; thence North 30° 50' 45" East 16.43 feet; thence on a 716.20 foot radius curve right (the long chord of which bears North 52° 45' 45" East 534.65 feet) 547.92 feet; thence North 74° 40' 45" East 476.57 feet; thence on a 318.31 foot radius curve left (the long chord of which bears North 42° 13' East 341.70 feet) 360.69 feet to Engineer's center line Station 32+86.46.

The parcel of land to which this description applies contains 1.15 acres, more or less, outside of the existing right of way.

jmc/

NOTE: Access Not Controlled.
Existing R/W was considered 40' in width per assessor's plat.

EXHIBIT "B"

FILE NO. - 94
NAME - McDaniel
SECTION - Sparks Bridge
HIGHWAY - Coombs Canyon
COUNTY - Umatilla
DATE - February 27, 1980

County's Obligations:

County 1. All fences removed as the direct result of construction will be replaced at County expense utilizing like material.

county 2. Two (2) twelve (12) inch culverts will be installed at County expense in the reconstructed roadway for irrigation purposes. One (1) each will be installed on each side of Birch Creek as desired by property owner.

Contract 3. All topsoil removed from the relocated roadbed will be stockpiled and placed on the abandoned roadway in order that the reclaimed property may be utilized as farmland.

Bridge lengthened 4. Present trail for cattle under existing bridge shall be maintained under new structure.

Contract 5. Timbers and planks removed from existing bridge will be stockpiled on present County right-of-way in order that adjacent property owners may utilize for their own purposes.

EXHIBIT "C"

FILE NO. - 94
NAME - McDaniel
SECTION - Sparks Bridge
HIGHWAY - Coombs Canyon
COUNTY - Umatilla
DATE - February 27, 1980

POSSESSION

Public Law 91-646 Sec. 301(4) and ORS 281.060 provided, "No owner shall be required to surrender possession of real property before the head of the (Political subdivision) concerned pays the agreed purchase price, or deposits with the court.... for the benefit of the owner, an amount not less than the agency's approved appraisal of the fair market value of such property..."

In order for the State to proceed expeditiously with the construction of this project, the State shall have the right to enter upon and take possession of the above-described property upon the notice of approval of the Board of Commissioners of this option agreement. The undersigned as grantors hereby acknowledge that they knowingly and willingly waive the right to both payment and 90 days written notice prior to prossession. It is understood that this permission will in no way release the State from expeditious handling of this transaction.

Delvin D McDaniel

Clara C McDaniel

OREGON

# TRANSPORTATION

WAY DIVISION

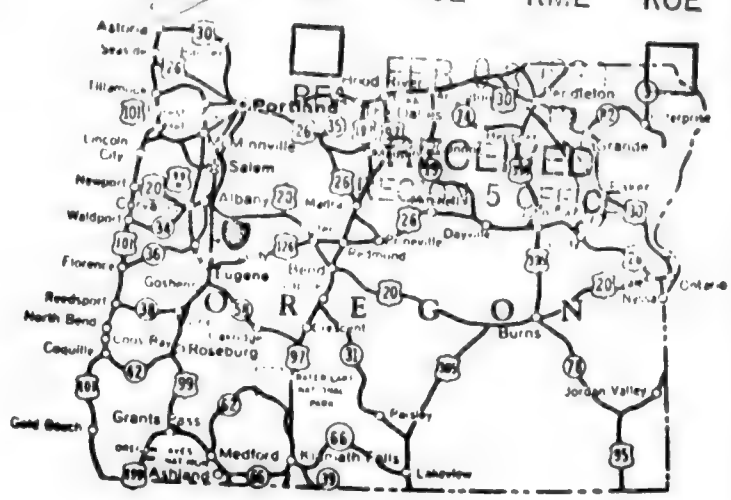
OPOSED PROJECT

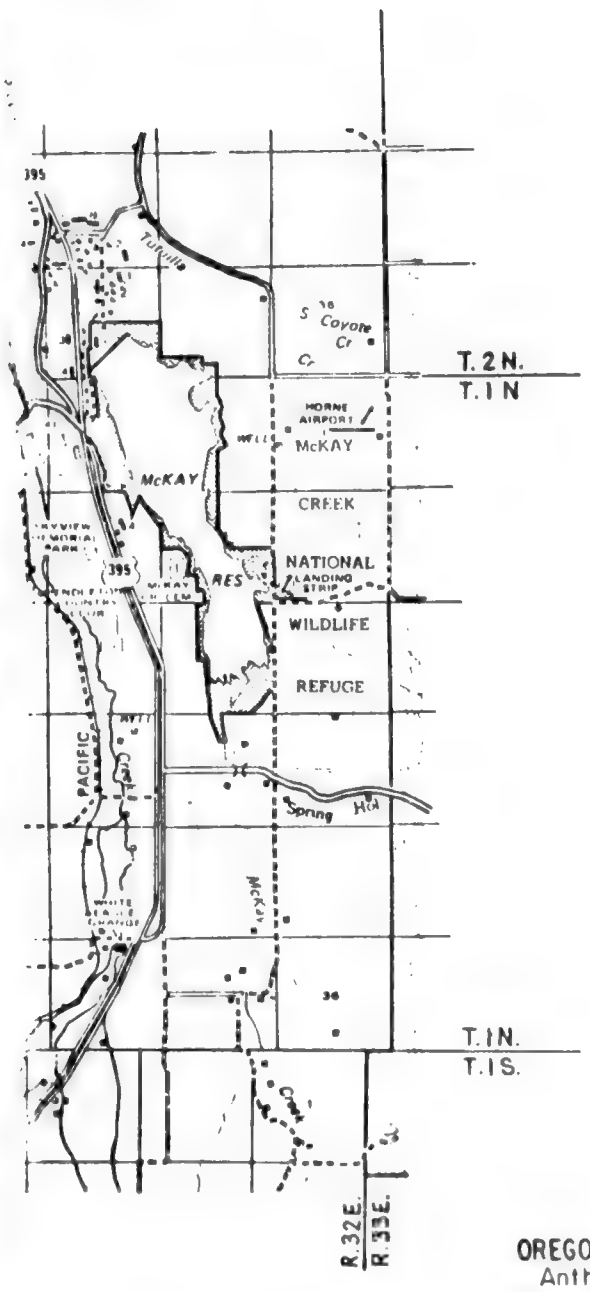
# IRKS ) BRIDGE SEC.
## ( CANYON RD. )
## A COUNTY

PRELIMINARY COPY
SUBJECT TO CHANGE
FINAL DESIGN UNIT

| BIRCH CREEK (SPARKS) BRIDGE SEC. COUNTY ROAD (CANYON RD.) UMATILLA COUNTY | | | | SHEET No 1 |
|---|---|---|---|---|
| FED ROAD Dist No | STATE | PROJECT NUMBER | FISCAL YEAR | TOTAL SHEETS See Index |
| 10 | OREGON | | | |

RE ☐ RCE ☐ RME ☐ ROE ☐ RES ☐




UMATILLA

INDIAN

RESERVATION

Sketch Map
Scale 0 1 2 Miles

PRELIMINARY COPY
SUBJECT TO CHANGE

REGISTERED PROFESSIONAL ENGINEER 6478 OREGON OCT 30 1959 H S COULTER

REGISTERED PROFESSIONAL ENGINEER 4582 OREGON MAY 13 1960 E S HUNTER

H S Coulter — STATE HIGHWAY ENGINEER

E S Hunter — ASSISTANT STATE HIGHWAY ENGINEER

OREGON TRANSPORTATION COMMISSION

| | |
|---|---|
| Anthony Yturri | CHAIRMAN |
| Tom Walsh | VICE CHAIRMAN |
| Gordon Coleman | COMMISSIONER |
| Peter J Brix | COMMISSIONER |
| Michael P Hollern | COMMISSIONER |
| Fred B Klaboe | DIRECTOR OF TRANSPORTATION |

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

APPROVED

DISTRICT ENGINEER — DATE

F OREGON

# TRANSPORTATION

WAY DIVISION

ROPOSED PROJECT

# ARKS ) BRIDGE SEC.

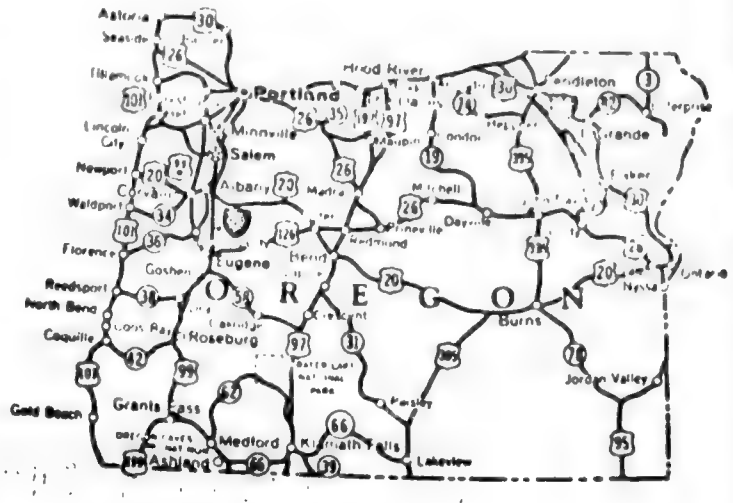
## ) (CANYON RD.)

## A COUNTY

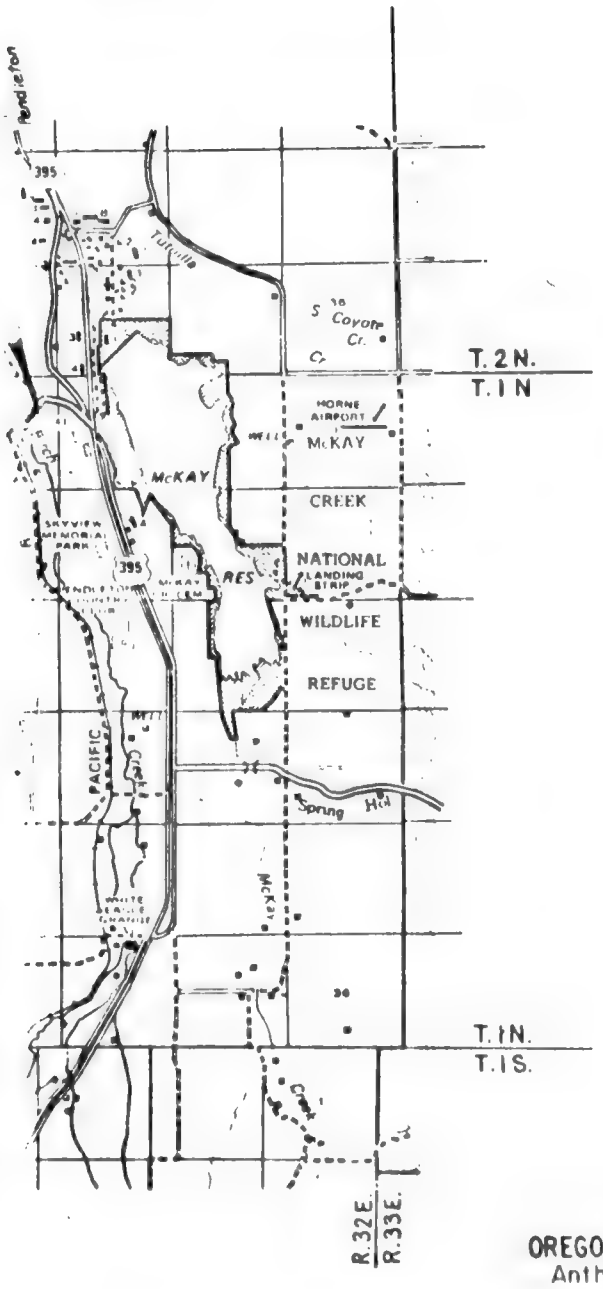
PRELIMINARY COPY
1980
SUBJECT TO CHANGE
FINAL DESIGN UNIT

| CH CREEK (SPARKS) BRIDGE SEC.<br>COUNTY ROAD (CANYON RD.)<br>UMATILLA COUNTY | | | | SHEET No 1 |
|---|---|---|---|---|
| FED ROAD Div No | STATE | PROJECT NUMBER | FISCAL YEAR | TOTAL SHEETS |
| 10 | OREGON | | | See Index |

S.O.S.




APPR
COUNTY C Umatilla




UMATILLA

INDIAN

RESERVATION

Sketch Map
Scale 0 — 1 — 2 Miles

Art Lake
COMMISSIONER

Jack Gabaton
COMMISSIONER

DATE _____

PRELIMINARY COPY
SUBJECT TO CHANGE

REGISTERED PROFESSIONAL ENGINEER 6478 OREGON OCT 30 1980 H S COULTER

REGISTERED PROFESSIONAL ENGINEER 4552 OREGON MAY 13 1980 E S HUNTER

H S Coulter — STATE HIGHWAY ENGINEER

E S Hunter — ASSISTANT STATE HIGHWAY ENGINEER

OREGON TRANSPORTATION COMMISSION

| | |
|---|---|
| Anthony Yturri | CHAIRMAN |
| Tom Walsh | VICE CHAIRMAN |
| Gordon Coleman | COMMISSIONER |
| Peter J Brix | COMMISSIONER |
| Michael P Hollern | COMMISSIONER |
| Fred B Klaboe | DIRECTOR OF TRANSPORTATION |

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

APPROVED

DISTRICT ENGINEER — DATE

STATE OF OREGON

INTER[O]FICE MEMO

TO: Mr. W. E. Schwartz
Region 5 Engineer Attn. Roger Lang

DATE: January 18, 1980

DES 23
BR 10563A

FROM: T. G. Thompson
Supervising Structural
Design Engineer

☐ RE ☐ RCE ☐ RME ☐ ROE
☑ RFA ☐

RECEIVED
REGION 5 OFFICE

SUBJECT: Birch Creek (Sparks) Bridge
Sparks Sta.-Coombs Canyon Sec.
Canyon Road
Umatilla County
Bridge 10563A

Enclosed are four reduced prints of drawings B-816 and 33212 which are the preliminary plan and elevation and vicinity map for this structure.

Our present estimate of costs for the proposed contract is as follows:

| | |
|---|---|
| Grading and Paving | ~~By County~~ Funded - OIC W.E.S. |
| Structure | $ 95,000 |
| Engineering and Contingencies | 19,000 |
| TOTAL | $114,000 |

Please use these prints to obtain the approval of Umatilla County and return one set to this office as soon as possible stamped with the appropriate approval.

TGP:ch

cc: F. A. Schell /w/ 1 set encls.
Road Design /w/ 1 set encls.
County-City Unit
Environment Section (M. Banks)/w/ 1 set encls.

REFERRED TO
Beard Stuckenmeyer
Cole Semple
Eriksen Watson
Hager Dorn
Lau
Return Discuss Do File Copy Due
BY FINAL DESIGN ENGINEER

RECEIVED
JAN 25 1980
BRIDGE SECTION

Bent 1
Sta. 25+49

Ba
Sta.2

70'-0" Prestressed slab spans

N 75°09'00"E Rdwy ℄

Existing structure to be removed

27'-6" Roadway

PLAN

Scale 1"=10'

Std. Metal Rail with Tu

1190

Fill

1170

1½:1 Slopes

F.W. Elev 1181.8

Ground line 15' Rt.

Ground line 15' Lt

ELEVATION

Scale 1"=10'

APPROVED BY

COUNTY OF Umatilla

F.K. Stanfield
JUDGE OR CHAIRMAN

COMMISSIONER

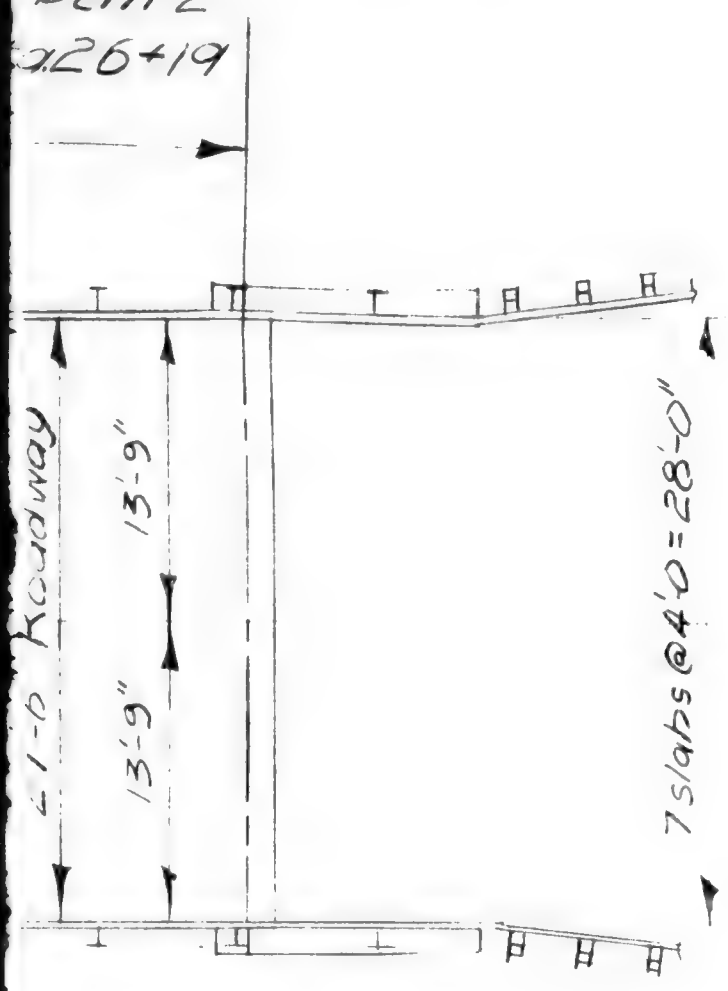
COMMISSIONER

DIETERICH POST OF WASH

DATE 1-23-80

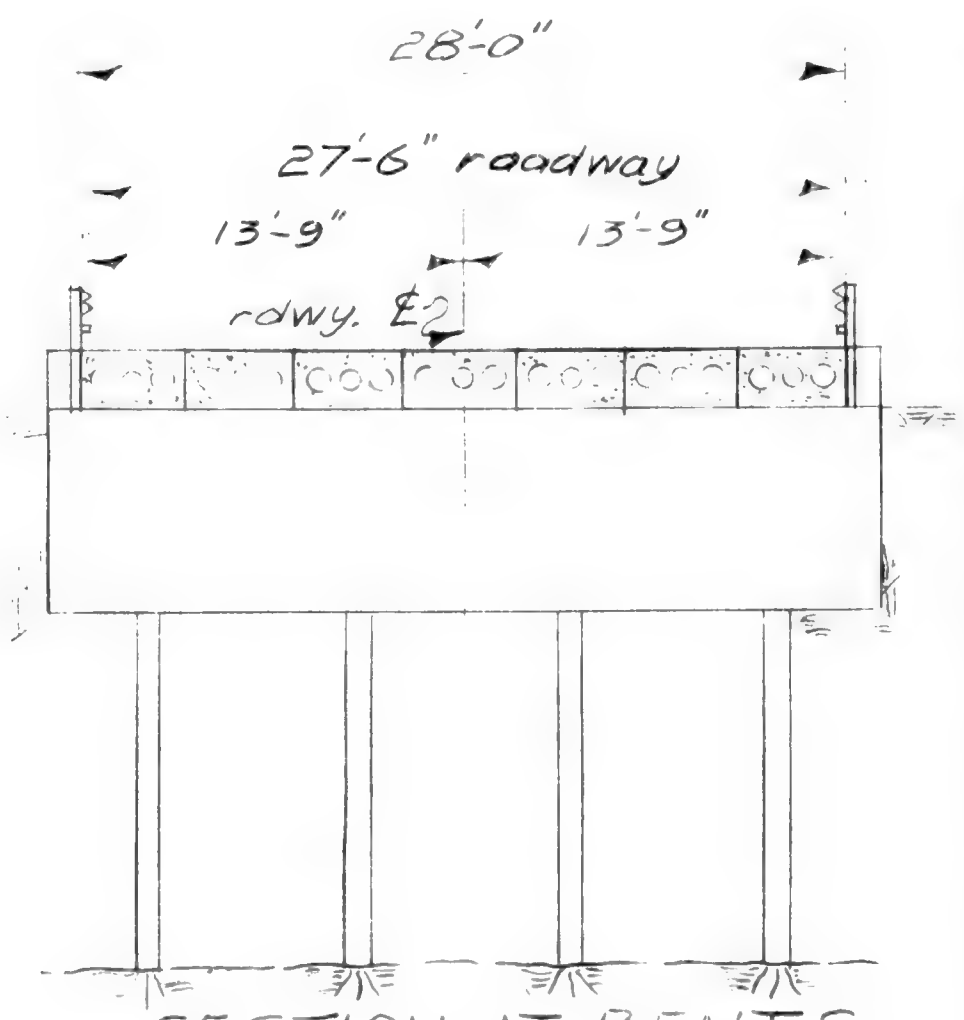
Bent 2

x.26+19




## HYDRAULIC DATA

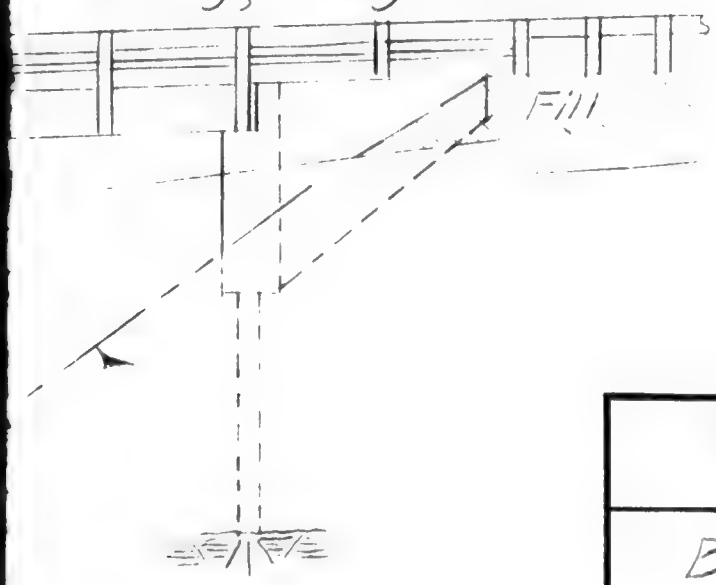
| | Design Flood | Max. Flood 1965 |
|---|---|---|
| Discharge - c.f.s. | 1890 | 2200 |
| Frequency - yrs. | 25 | 40 |
| H.W. Elev. - ft (Natural Channel) | 1181.8 | 1182.2 |




SECTION AT BENTS

Scale 1/8" = 1'-0"

Tubing, Dwg 33258




**OREGON STATE HIGHWAY DIVISION**
**BRIDGE SECTION**

BIRCH CREEK (SPARKS) BRIDGE

CANYON RD. OS-3000(1) UMATILLA CO.

PRELIMINARY PLAN & ELEVATION

APPROVED:

BRIDGE ENGINEER

DATE JAN 80 BRIDGE NO. 10563A

DESIGNED

DRAWN DRAWING NO. B-816

REGION

U. S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

# LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO.: OS-3000(2)

ST. PROJECT NO.: See below

FROM:
G. L. Green, Division Administrator
Salem, Oregon

PROGRAM NO.:

ITEM NO.: 80404

COUNTY NAME: Umatilla

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

TO:

Copy to H. Reynolds

Mr. H. S. Coulter
State Highway Engineer, OSHD
Salem, Oregon

| DATE PS&E APPROVED | DATE AUTHORIZATION EFFECTIVE | FEDERAL ROUTE NUMBER | STATE ROUTE NUMBER |
|---|---|---|---|
| 9-22-78 | 10-11-79 | Non Federal-aid | County Road |

GENERAL LOCATION:

Birch Creek (Sparks) Bridge Section

GENERAL DESCRIPTION OF WORK:

Program change

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

- ☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
- ☐ PRELIMINARY ENGINEERING FOR SURVEY AND PLAN PREPARATION
- ☒ OTHER (Specify) Program change - See below
- ☐ ACQUISITION OF RIGHT-OF-WAY
- ☐ CONSTRUCTION - ADVERTISE FOR RECEIPT OF BIDS
- ☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Swan's letter of 8-6-79, I approve the program change revising the TEC of construction to $240,900 with Federal participation limited to $206,430.

(Incr TEC $6,400 - Federal Funds $5,430)

| DATE | SIGNATURE OF APPROVING OFFICIAL | TITLE |
|---|---|---|
| 10-11-79 | | for Division Administrator |

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-69) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1978—721-918

STATE OF OREGON

INTEROFFICE MEMO

Location Section (DEPT) 378-6883 (TELEPHONE)

TO: MEMO TO THE FILES

DATE: September 17, 1979

FROM: Gene M. Finley
Hydraulic Specialist

SUBJECT: Birch Creek (Sparks) Bridge
Canyon Road
Umatilla County

ADDENDUM #2

The Structures Section requested a hydraulics study be made on replacing the existing 50-foot single-span with a single-span bridge with 1½:1 end slopes.

HYDRAULIC DESIGN

To maintain status quo condition for the design discharge of 1,890 cfs, an 88-foot single-span bridge with 1½:1 end slopes would be required. This structure has a waterway opening of 270 square feet below the design highwater of 1,131.8 feet (MSL) and creates no backwater.

RIPRAP

It is suggested that the existing banks, riprap, and bridge abutments be left as is. This will preclude the necessity of additional bank protection along the right (easterly) bank. If the west approach fill is constructed of a material similar to pit-run quarry rock, then riprap would not be required.

GMF:ab
cc: F. E. Terpin, w/attach.
W. J. Hart, w/attach.
J. Davis, w/attach.
D. O. Christensen, w/attach.
W. E. Schwartz, w/attach.
G. Potter, w/attach.
D. Harwell, w/attach.
C. Von Elsberg, Umatilla Co.

# HYDRAULIC DATA

| | DESIGN FLOOD | INTERMEDIATE REGIONAL FLOOD | MAXIMUM FLOOD YEAR ( 1965 ) |
|---|---|---|---|
| Discharge - cfs / $m^3/s$ | 1890 | 2800 | 2200 |
| Frequency - yrs. | 25 | 100 | 40 |
| H.W. Elevation Natural Channel ft. / m. | 1181.8 | 1183.0 | 1182.2 |
| H.W. Elevation Channel Change ft. / m. | | | |
| Average Velocity fps / mps | 6.0-8.2 | 6.9-9.5 | 6.3-8.7 |

NOTE FOR A CANAL: "DESIGN FLOOD" = Design Flow
"Discharge" = Capacity

REMARKS:

**OREGON STATE HIGHWAY DIVISION**
HYDRAULICS UNIT

-Addendum #2-
Birch Creek(Sparks) Bridge
Canyon Road
Umatilla County

COMPILED BY: Gene M. Finley

DATE: September 12,1979

STATE OF OREGON

INTEROFFICE MEMO

DEPT _____ TELEPHONE _____

TO H. G. Brainerd
Reg. R/W Supervisor
REGION 4

DATE September 14, 1979

FROM Adele L. Egan
R/W Office Unit Supervisor

SUBJECT File 50570
Birch Creek (Sparks) Bridge Sec.
Canyon Road (County Road)
Umatilla County

Attached are two copies of one original Option form covering right of way to be acquired in connection with the Birch Creek (Sparks) Bridge Section of Canyon County Road in Umatilla County.

This is a County project and we understand that the County is to acquire.

Enclosed for your information are copies of the Authorization List and Mr. Wakerlig's letter of September 11, 1979.

We are attaching three prints of Map 1R-4-701 covering this area and bearing our date of September 12, 1979.

| File No. | Name | Area |
|---|---|---|
| 50570 | Delvin D. and Clara C. McDaniel | 1.15 ac. |

AC:nn
Enc. 1 Option, etc.
cc: W. E. Schwartz/2 prints
Appraisal/1 print & Auth. List
F. Lowe
Title/1 print
A. Riveness/Exhibit
Don Harwell

Umatilla

ROAD DESIGN SECTION 378-6558

September 11, 1979

J. B. Boyd
Manager, Right of Way

J. H. Versteeg
Road Design Engineer

File 50570
Birch Creek (Sparks) Bridge Section
Canyon County Road
Umatilla County

Attached is a description, an authorization, and prints for the subject project, scheduled for December 20, 1979.

The County is to acquire.

ORIGINAL SIGNED
By: W. H. WAKERLIG
W. H. Wakerlig
R/W Description Engineer

WHW:cj
Attachments

# PROJECT COST ESTIMATE

Name of Project: Birch Creek (Spark's) Bridge — Canyon Rd. FS-3000(1) (Highway No. 2330) — Umatilla County

Team Leader: W. Cole

Designer: Paul Cox

Revised 9-11-79

| HIGHWAY UNIT | Tele. Ext. | Person Submitting Information | Date | Current Estimate (Incl. E&C) | Authorized Estimate | Field Estimate |
|---|---|---|---|---|---|---|
| ROAD DESIGN | | | | | | |
| Roadway (Incl. TP&DT & Landscaping) | 6558 | Paul Cox | 9-27-79 | $ 94,304.00 110,933.50 | 233,500 | 123,49 |
| Permanent Signing | 6064 | | | $ 205.00 | | |
| BRIDGE DESIGN | | | | | | |
| Structures | 6551 | " Zimmerman | 8-23-79 | $ 155,400.00 | | 17,0 |
| Retaining Walls | 6551 | | | $ | | |
| Illumination | 6551 | | | $ | | |
| Other | 6551 | | | $ | | |
| TRAFFIC DESIGN | | | | | | |
| Traffic Signals | 6537 | | | $ | | |
| Other | | | | $ | | |
| OTHER COSTS | | | | | | |
| FAI-X Projects | 6514 | Zehner or | ☐ | | | |
| | 6514 | Hildebrandt | ☐ | | | |
| FAS-C Projects | 6011 | Reynoldson | ☒ | | | |
| SOS Projects | | | | | | |
| Title II Projects | 6537 | Bladorn | ☐ | | | |
| Preliminary Engr. Including Final Design Prefix 905 Charges | 6167 | Laux | ☐ | $ | 4,500 | |
| Right of Way Cost | 6266 | Lowe | ☒ | $ | 3,500 | |
| | | TOTAL ESTIMATED COST* | | $ | 243,600 | |

*Locally funded projects whose current estimate overruns the authorized estimate notify Gary Zehner, ext. 6514

NOTE: The compilation of this form shall be the responsibility of the Designer assigned to the project and shall be kept current until the project has been given to the Specifications Unit.

August 7, 1979

OREGON STATE HIGHWAY DIVISI
QUANTITY SUMMARY & COST ESTIMATE

Sheet 1 of 1 Sheets

Section Birch Cr. (Sparks) Bridge
Highway Co. Rd. R-30006(5) County Umatilla Prefix 230-1946-905
Length 1-1.5 Miles 0.27 Designer Paul Cox Date 9-11-79 Rev.
Signed _____ Title _____

Grading & Drainage $ 35,420.00

Surfacing $ 46,500.00 (81,920)

Extra Work

| | |
|---|---|
| _____ | $_____ |
| _____ | $_____ |
| _____ | $_____ |
| _____ | $_____ |
| _____ | $_____ |
| _____ | $_____ |
| _____ | $_____ |
| _____ | $_____ |
| _____ | $_____ |
| _____ | $_____ |

TOTAL EXTRA WORK $ -

TOTAL . . . . . $ 81,920.00

+20% Engineering and Contingencies Grading & Struct. = $ 42,280.00

Structures

| | |
|---|---|
| _____ | $ 129,500.00 |
| Engin. & Cont. 20% | $_____ |
| _____ | $_____ |
| _____ | $_____ |

TOTAL STRUCTURES $ 129,500.00

9-14-79
cc: ROGER LANG

Right of Way $ 2,500.00

TOTAL ESTIMATED COST . . . . . $ 256,204.00

OREGON STATE HIGHWAY DIVISION

MARY--BID SCHEDULE--COST ESTIM ;

Sheet 1 of 2

Date 9-11-79

tion Birch Creek (Spark's) Bridge (Revised 9-11-79) County Umatilla

Kind Of Work Grading, Paving - Structure Length 0.27 mi 1435 ft. Name Paul Cox

| No | Item | Code | Unit | Quant. | Unit Cost | Total |
|---|---|---|---|---|---|---|
| | Mobilization 9% | | All | | | 676.00 |
| | Temp. Protect. & Direct. of Traffic | | All | | | 925.00 |
| | Temporary Signing | | Sq. Ft. | | | 294.00 |
| | Temporary Barricades | | Each | 3 | 125.00 | 375.00 |
| | Temp. Continuous Rail Traffic Barrier (Ref. Spec.) | | Lin. Ft | 50 | 9.00 | 450.00 |
| | Flagman | | Hr. | 50 | 20.00 | 1000.00 |
| | | | | | | 304. |
| | General Excavation | | Cu. Yd. | 2615 | 4.50 | 11,767 |
| | Finishing Roadbed & Slopes | | Mile | | | 2250 |
| | Aggregate Base | | Cu. Yd. | 2250 | 9.00 | 20,251 |
| | Class "B" or "C" Asphaltic Concrete | | Ton | 875 | 30.00 | 26,250 |
| | Watering | | M-Gal. | 71 | 10.00 | 710 |
| | Special Rock Embankment @ Bridge End. | | Cu. Yd. | 230 | 15.00 | 3450 |
| | 12-inch Culvert Pipe | | Lin. Ft. | 60 | 13.00 | 780 |
| | Trench Excavation | | Cu. Yd. | 7 | 15.00 | 105 |
| | Guard Rail, Type 2A | | Lin. Ft. | 100 | 15.00 | 1500 |
| | Guard Rail, Type 3 | | Lin. Ft. | 100 | 25.00 | 2500 |
| | Guard Rail End Piece, Type "C" | | Each | 4 | 150.00 | 600 |
| | Guard Rail End Piece, Type T | | Each | 4 | 300.00 | 1,200 |
| | Concrete Approach | | Each | 3 | 250.00 | 750 |
| | | | | | | |
| | | | | | | 81920 |
| | Engr. & Cont. 20% | | | | | 16,384 |
| | | | Total | | $ | 98,304 |

OREGON STATE HIGHWAY DIVISION

SUMMARY--BID SCHEDULE--COST ESTIMATE

Sheet 2 of 2

Date 9-11-79

Location Birch Creek (Sparks) Bridge County Umatilla

End Of Work Structure Length 86' Name Paul Cox

| No | Item | Code | Unit | Quant. | Unit Cost | Total |
|---|---|---|---|---|---|---|
| | (Structure) | | | | | |
| | Mobilization 8% | | | | | 9,600 |
| | Shoring Cribbing | | All | | | 1,000 |
| | Steel Piling | | Lin. Ft. | 240 | 20 | 4,800 |
| | Drive Steel Piling | | Ea | 12 | 500 | 6,000 |
| | Structural Steel | | lbs | 6000 | 3 00 | 18,000 |
| | Prestr. Conc. Box Beams | | Each | 7 | 11,000 00 | 77,000 |
| | Metal Rail w/ Tubing | | Lin. Ft. | 163 | 50 00 | 8150 |
| | Removal of Old Bridge | | | | | 5000 |
| | | | | | | |
| | Subtotal | | | | | 129,500 |
| | 20% Engin & Cont | | | | | 25,900 |
| | | | | | | |
| | Total | | | | | $ 155,400 |

Preliminary Cost Estimate - Precast Prestr. Box Brs (86')

OREGON STATE HIGHWAY DIVISION - BRIDGE SECTION
ESTIMATE SHEET

Bridge Name Big Creek (Spans) Rt. County Umatilla Bridge No. 10563A
Section and Station _____ Highway Canyon Creek Rt.
Estimate Made By _____ Date 9-11-79 Checked By _____ Date _____
Description

Estimate From ~~No Plans~~ Sketch ✓ Completed Plans Drawing No.
(Strike out the ones which do not apply)
Calculation Book No. _____ Loading _____

| ITEMS | UNIT | QUANTITIES | | | COST | |
|---|---|---|---|---|---|---|
| | | Substrct. | Superstrct. | Total | Rate | Amount |
| Mobilization | All | | | | 8% | 7,600 |
| Shoring, Cribbing, etc. | All | | | | | 1,000 |
| Structure Excavation | Cu.Yd. | | | | | |
| Excavation Below Elev. Shown | Cu.Yd. | | | | | |
| Untreated Timber Piling (No. ) | Lin.Ft. | | | | | |
| Treated Timber Piling (No. ) | Lin.Ft. | | | | | |
| Steel Piling (No. HP12x53 ) | Lin.Ft. | 240 | | 240 | 20.00 | 4,800 |
| Prestr. Conc. Piling (No. ) | Lin.Ft. | | | | | |
| Furnish Pile Driving Equipment | All | | | | | |
| Drive Timber Piling | Lin.Ft. | | | | | |
| Drive Steel Piling Lin | ~~Lin.Ft.~~ | 12 | | 12 | 500.00 | 6,000 |
| Drive Prestressed Conc. Piling | Lin.Ft. | | | | | |
| Structural Concrete Class | Cu.Yd. | | | | | |
| | | | | | | |
| | | | | | | |
| | | | | | | |
| Metal Reinforcement | Lbs. | | | | | |
| | | | | | | |
| Structural Steel | Lbs. | 6,000 | | 6,000 | 3.00 | 18,000 |
| | | | | | | |
| | | | | | | |
| | | | | | | |
| Prestressing Steel | Lbs. | | | | | |
| Prestr. Conc. (2 - 4 - 86 Box Brs) | Each | | 7 | 7 | 11,000 | 77,000 |
| | | | | | | |
| | | | | | | |
| | | | | | | |
| Rail # 3 Metal | Lin.Ft. | | 163 | 163 | 50.00 | 8,150 |
| | | | | | | |
| Slope Paving (incl. preparation) | Sq.Yd. | | | | | |
| Slope Paving Curb | Sq.Yd. | | | | | |
| Drain Pipe | Lin.Ft. | | | | | |
| Berm Paving | Sq.Yd. | | | | | |
| R.C. End Panels | Sq.Yd. | | | | | |
| Expansion Jts. | Lin.Ft. | | | | | |
| | | | | | | |
| Electric Conduit | Lin.Ft. | | | | | |
| Membrane Waterproofing | Sq.Yd. | | | | | |
| | | | | | | |
| | | | | | | |
| | | | | | | |
| Removal of old Bridge | All | – | – | – | [illegible] | 5,000 |
| Maintenance of Traffic | All | – | – | – | – | |
| Subtotal | | | | | | 129,500 |
| Plus _____ Percent for Engineering & Contingencies | | | | | | 25,900 |
| TOTAL COST | | | | | | $ 155,400 |

VICTOR ATIYEH
GOVERNOR

# *Department of Transportation*
## HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

August 6, 1979

In Reply Refer to
File No.:

TO G. L. Green, Division Administrator
Federal Highway Administration

FROM D. E. Swan
Operation Programming Engineer

SUBJECT Minor Program Changes
Safer Off-System Roads Projects

I hereby request your approval of a minor program change on the following listed projects to increase the estimated total cost and federal funds for the construction phase on each project as follows:

| Item No. | Project No. | Total Cost | Fed. Funds | Net Increase Total Cost | Net Increase Fed. Funds |
|---|---|---|---|---|---|
| 80215 | SOS-2204(1) | $ 75,250 | $ 64,500 | $ 37,150 | $ 31,820 |
| 80404 | SOS-3000(2) | 244,400 | 209,430 | 6,400 | 5,430 |
| 80224 | SOS-2500(2) | 250,700 | 215,000 | 137,025 | 117,526 |
| 90055 | SOS-3300(1) | 250,700 | 215,000 | 69,700 | 59,770 |

This change is necessary to provide for the maximum amount of federal funds available to the local jurisdiction as per agreement on each of the projects.

I further request your approval of a minor program change on Project OS-0400(1) to joint finance the project utilizing appn. code 680 funds to supplement appn. code 627 funds. This change is necessary since insufficient federal funds are available in appn. code 627 to cover the submission of the final voucher. This change will involve the following revisions in project numbering and financing:

Project No: Change to OS-SOS-400(1)

| Appn. Code 627 | Total Cost | Fed. Funds |
|---|---|---|
| PE | $ 25,000 | $ 19,547 |
| Roadway Str. | 68,488 | 53,550 |
| Appn. Code 680 | 187,484 | 146,593 |
| | $280,972 | $219,619 |
| Structures | 18,400 | 14,310 |
| Total | $299,372 | $234,000 |

CL:dmc
cc: H. Reynoldson

Form 734-3122

** JOB TOTALS **

BIRCH CK BR/CANYON RD

| CONT NO | | FA PROJ NOS | OS | C00001 100 | | |
|---|---|---|---|---|---|---|
| 230 | 1946 | 296 | 00 | N 9 | | |
| 230 | 1946 | 297 | 00 | N 9 | | |
| 230 | 1946 | 298 | 00 | N 9 | | |
| 230 | 1946 | 901 | 00 | P 1 | 1,713 11 | 1,713 11 |
| 230 | 1946 | 903 | 00 | P 1 | 250 36 | 250 |
| 230 | 1946 | 906 | 00 | P 1 | 6 50 | |
| 230 | 1946 | 909 | 00 | P 1 | | |

| DESCRIPTION OF JOB OR DEPARTMENT | PREFIX | | FUNCTION | GR | CURRENT MONTH | FISCAL YEAR TO DATE | GRAND ... |
|---|---|---|---|---|---|---|---|
| | 224 | 2520 | 407 | 00 P 1 | | | |
| | 224 | 2520 | 409 | 00 P 1 | | | |
| | 224 | 2520 | 412 | 00 P 1 | | | |
| | 224 | 2520 | 414 | 00 P 1 | | | |
| | 224 | 2520 | 930 | 00 P 1 | | | |
| | | | TOT | P1 | | | |
| | | | ** JOB TOTALS ** | | ** | | |
| ...SMITH RD ...MAIN ...SONRD CONT NO | | | FA PROJ NOS SOS 500002 100 | | | | |
| | 235 | 2505 | 412 | 00 P 1 | | | |
| | 235 | 2505 | 930 | 00 P 1 | | | |
| | | | TOT | P1 | | | |
| | | | ** JOB TOTALS ** | | ** | | |
| BIRCH CRK SPARKS BP SE | CONT NO | | FA PROJ NOS SOS 000002 100 | | | | |
| | 230 | 2513 | 296 | 00 N 9 | | | |
| | 230 | 2513 | 297 | 00 N 9 | | | |
| | 230 | 2513 | 407 | 00 P 1 | | | |
| | 230 | 2513 | 407 | 00 N 1 | | | |
| | 230 | 2513 | 414 | 00 P 1 | | | |
| | | | TOT | P1 | | | |
| | | | TOT | N1 | | | |
| | | | ** JOB TOTALS ** | | ** | | |
| NW 9TH AT BUCHANAN(CORVALLIS) | CONT NO | | FA PROJ NOS SOS 240001 100 | | | | |
| | 302 | 2505 | 296 | 00 N 9 | | | |
| | 302 | 2505 | 297 | 00 N 9 | | | |
| | 302 | [illegible] | 411 | 00 P 1 | | | |
| | 302 | [illegible] | 414 | 00 P 1 | | | |
| | 302 | [illegible] | 407 | 00 P | | | |
| | 302 | [illegible] | 407 | 00 P 1 | | | |
| | 302 | [illegible] | 407 | 00 1 | | | |
| | 302 | 2505 | 412 | 00 P 1 | | | |
| | 302 | [illegible] | 414 | 00 P 1 | | | |
| | 302 | [illegible] | 413 | 00 P 1 | | | |
| | 302 | 2505 | 930 | 00 P 1 | | | |
| | | | TOT | 00 | | | |
| | | | TOT | P1 | | | |
| | | | ** JOB TOTALS ** | | ** | | |
| GRANDVIEW AT NW 2 IN BEND | CONT NO | | FA PROJ NOS M 691002 100 | | | | |
| | 305 | [illegible] | 407 | 00 P 1 | | | |
| | 305 | 25[illegible] | 407 | 00 P 1 | | | |
| | 305 | 2513 | 409 | 00 P 1 | | | |
| | 305 | 2513 | 411 | 00 P 1 | | | |

FORM 81.734.3030

# OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE:

La Grande, Oregon

June 21, 1979

FROM: Bob Aldrich
Region Engineering Specialist

SUBJECT: Birch Creek (Sparks) Bridge
Umatilla County
230-1946

TO: F. E. Terpin
Location Engineer

S A L E M

Enclosed please find the following location data:

1 Pad Containing:

Locating Engineers Statement
Location Narrative Report
Cost Estimate and Quantity Summary
Earthwork Computation Sheets and Grades
Soils and Geological Exploration Log
Hydraulics Checklist
Base Design
Typical Traffic Control Plan

1 Book Containing:

"L" Line Transit Note with Ties
"L" Line Level Notes and Three Line Profile
Cross Section Notes

1 Roll Vicinity Map

1 Roll Profile Map

1 Roll Cross-Sections, Typical Sections

Checked and returned to Location 6/26/79

BA:vt
Enc.
cc: Bridge Design
H. N. Van Cleave

RECEIVED
JUN 25 1979
LOCATION SECTION

H M

Form E-363 (Revised)

REGON STATE HIGHWAY DEPARTME

# LOCATING ENGINEER'S STATEMENT

**Submit 2 Copies With Estimate**

Prefix 230-1946 Highway Canyon Road OS-3000(1) Section Birch Creek (Sparks) Bridge

Highway Class County Road Date May 31, 1979

| Yes | No | N/A* | | |
|---|---|---|---|---|
| | | X | 1. | Are the following being submitted? |
| | | X | a. | Detail Map (Hard Copy). |
| | X | | b. | Small Scale Ownership Map. |
| | | X | c. | Abandonment Map. |
| X | | | d. | Vicinity Maps (PUC and Structures). |
| | X | | e. | RR Encroachment Maps and Cross Sections. |
| | | X | f. | Interchange Layout Sheets. |
| X | | | g. | Location Profile. |
| X | | | h. | Located Line Cross Sections. |
| | X | | i. | Mass Diagram. |
| X | | | j. | Earthwork and Other Calculations to Support Estimate. |
| X | | | k. | Field Notes. |
| | | X | l. | Coordinate Sheets. |
| | X | | m. | Clearing and Grubbing Chart. |
| | | X | n. | Report on Bench Mark Recoveries (Form E-369) |
| | | X | | (1) Description of Bench Mark (Form E-185). |
| | | X | | (2) Report on Condition of Bench Mark (Form E-186). |
| | | | o. | Photostats of Deeds and Legal Instruments covering Ownerships. |
| X | | | p. | Copies of Maps, Plats and other necessary information for the preparation of R/W Descriptions. |
| | X | | q. | Property Appraisal and justifications for alternate facilities. |
| X | | | r. | Preliminary Soils and Material Report. |
| | | X | s. | Statement of Source of Materials and Stockpile Site (Form E-368). |
| | | X | t. | Sketch Map of all Proposed Stockpile Sites, Gravel Pits and Quarries, with supporting data for Descriptions. |
| | | X | u. | Estimate for Movement of Utilities. |
| X | | | v. | Quantity Summary. |
| X | | | w. | Cost Estimate. |
| X | | | x. | Narrative Report of Survey. |
| | | X | 2. | Have all traverses that are required for the preparation of Metes and Bounds Descriptions been closed? |
| X | | | 3. | Have all required temporary easements been designated as to area, type and duration? |
| X | | | 4. | Have you taken into consideration the mechanics and properties of the various types of soil encountered? |
| | | X | 5. | Have samples of the surfacing materials been submitted for test by the Salem laboratory? |
| X | | | 6. | Have you investigated drift conditions (snow and sand)? |
| | X | | 7. | Are there slide conditions apparent? |
| X | | | 8. | Have you been over this project with a Soils representative? |
| | | X | 9. | Have you been over this project with a R/W representative? |
| X | | | 10. | Has a typical section of the following been platted on the location profile? |
| | | X | a. | Roadbed Grading, with Surfacing. |
| | | X | b. | Retaining Walls. |
| | | X | c. | Slope Benching. |
| | | X | d. | Hand Placed Slopes. |
| X | | | e. | Rip Rap Work. |
| | | X | f. | Irrigation Ditches. |
| | | X | g. | Special Drainage Ditches. |
| | | X | h. | Channel Changes. |
| | | X | i. | Flumes. |
| | | X | j. | Sidewalks, Curbs and Gutters. |
| | | X | k. | Tunnel (Drainage). |
| | | X | 11. | Is relocation of a scale site necessary? |
| | X | | 12. | Does this project involve construction of a frontage road? |
| | X | | 13. | Will there be unusual difficulty in handling traffic during construction? |
| X | | | 14. | Have all important alignment points been referenced? |
| X | | | 15. | Have all location problems been discussed in the Narrative Report of Survey? |

* Non Applicable

Signature .....
Locating Engineer

Address 1216 S. E. Byers, Pendleton, Or. 97801

BIRCH CREEK (SPARKS) BRIDGE

Canyon Road OS-3000(1)
Umatilla County
Location Prefix 230-1946

NARRATIVE REPORT

Work To Be Done: Bridge RE-construction, Roadway Re-alignment with grade change.

The proposed project is the reconstruction of an existing bridge over Birch Creek, near the railroad siding and grain elevator known as Sparks. The structure is located 0.9 miles westerly from M. P. 6.68 on Pendleton-John Day Highway No. 28.

Existing Structure: 50 foot span steel truss bridge with timber stringers. Load limit 10 tons. Mr. LaRoy Thurman from the Umatilla County Road-masters office states water running over the existing roadway on the west side of the existing bridge during the 1964 flood. A portion of the roadway had to be rebuilt and riprap material added around the bridge.

Proposed Structure: The proposed structure will be approximately 70 feet of prestressed slab span set on bearing pilings with a 14" wide flang steel cap.

Alignment-Roadway: The roadway alignment is greatly improved with a total of three curves in place of five on the existing roadway.

Alignment-Structure: Proposed structure will be normal to the roadway.

Final Design: The 28 foot roadway requested by the County is acceptable as this provides a width of 24 feet of asphalt concrete wearing surface with a 2 foot shoulder.

Structure Waterway: The existing waterway appears to have been adequate for the drainage area involved. Only during the highwater flood of 1964 did the water flood over the roadway on the west end of the existing bridge.

Foundation: The Soils and Geological Exploration Log shows solid basalt at an elevation of 1167.9 at test hole # 1 , and a fine grained basalt at an elevation of 1169.5 at test hole # 2, and test hole # 3. It appears that it would be possible to drive piling.

Scour: Scour does not seem to be a particular problem. There has been riprap used at the existing bridge with success in controlling this problem.

Erosion: The existing banks consist of gravel and grasses with riprap placed in the problem areas.

NARRATIVE REPORT
Birch Creek (Sparks) Bridge
230-1946

Drift: There have been no drift problems in this area at all due to this stream running through farm and pasture lands.

Iceflows: There should be no problem with ice flows.

Riprap: Riprap work was done on the existing channel after the 1964 flood and more riprap has been placed within the last two or three years. To control the erosion it is proposed to riprap approximately 50' up stream and 50' down stream, with this riprap work being done by the contractor as apart of this proposed work.

Channel Change: None required.

Detour: With this proposed alignment it would not be necessary to build and maintain a detour. The existing structure could be used until beams were set, then road could be closed for three weeks.

R/W and Property Owners: Acquisition of additional right-of-way is necessary, and it is required that the County obtain this right-of-way.

Minorities: No minorities have been identified within the limits of this location project. There is no feasible alternate route. No residents are being displaced.

Irrigation Facilities: No irrigation facilities were noted within the limits of this survey.

Utilities: The existing utilities pose no problem as far as the structure work is concerned.

Structure Utilities Holes: None are anticipated, all will remain aerial.

Existing Structure Removal: The contractor is to remove the existing structure which will become his property at the time of removal.

Guardrail: Guardrail will be required at all four corners of the structure.

Material Source: The riprap could be acquired from a state controled quarry on the north side of the Reith Road, approximately ½ mile west of the city limits of Pendleton.

R/W Description: The County Surveyor will set a corner in the vicinity of the structure. This information will be tied into the project and forwarded to Hank Wakerlig so that a description of the property to be taken, can be made up for the county.

NARRATIVE REPORT
Birch Creek (Sparks) Bridge
230-1946

Work To Be Done By Umatilla County: The county plans to complete the following portions of the work.

1. Obtain the necessary right-of-way and construction easements.

2. Erect and maintain fencing as required for this construction period.

Form E-49

TABULATION SHEET

OREGON STATE HIGHWAY DIVISION

SHEET 1 OF 1 SHEETS

BIRCH CREEK (SPARKS) BRIDGE
Umatilla County
Prefix 230-1946-901 (LOc.)

Revised Estimate & Quantity Summary — May 31, 1979

| ITEM | Unit | Quantity | Unit Price | Total |
|---|---|---|---|---|
| **General** | | | | |
| Mobilization | Lump Sum | All | Lump Sum | $13,800.00 |
| Temporary Signs | Sq. Ft. | 100 | @ $6.50 | 650.00 |
| Flagmen | Hour | 40 | @ 19.00 | 760.00 |
| **Roadwork** | | | | |
| General Excavation | Cu. Yd. | 2600 | @ 4.50 | 11,700.00 |
| 1"-0 Aggregate Base | Ton | 3400 | @ 9.00 | 30,600.00 |
| Class B or C Asphalt Concrete | Ton | 1160 | @30.00 | 34,800.00 |
| Watering | M-Gal | 30 | @ 10.00 | 300.00 |
| Loose Riprap Class 700 | Cu. Yd. | 250 | @ 18.00 | 4,500.00 |
| Guardrail, Type 2A | Lin. Ft. | 100 | @ 15.00 | 1,500.00 |
| Guardrail, Type 3 | Lin. Ft. | 100 | @ 25.00 | 2,500.00 |
| Guardrail Anchors Type 1 | Each | 4 | @ 300.00 | 1,200.00 |
| Guardrail Endpieces Type C | Each | 4 | @ 150.00 | 600.00 |
| **Structure** | | | | |
| Bridge Removal Work | Lump Sum | All | Lump Sum | 4,000.00 |
| Furnish H. P. 10-42 Steel Piling | Lin. Ft. | 300 | @ 12.00 | 3,600.00 |
| Drive Steel Piles | Each | 12 | @ 500.00 | 6,000.00 |
| 4 Ft. x 65 Ft./70 Ft. Prestressed Slabs | Each | 7 | @ 5,600.00 | 39,200.00 |
| Structural Steel | Lump Sum | All | Lump Sum | 5,000.00 |
| Metal Rail With Channel | Lin. Ft. | 140 | @ 46.00 | 6,440.00 |
| | | TOTAL ITEMS | | $167,150.00 |
| | | With Engineering & Conting (20%) | | 33,430.00 |
| | | TOTAL | | $200,580.00 |

FORM 81.734.3030

# OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE:

La Grande, Oregon 97850

April 19, 1979

FROM: Roger C. Lang
Region Federal Aid Engineer

TO: Gerald Wimer
Project Management

SUBJECT: Alternative Two, SOS Project Advancement
Birch Creek (Sparks) Bridge Section
Project No. SOS-3000(1)
Umatilla County

S A L E M

Enclosed is a copy of a letter received from Carlos Van Elsberg, Director of Public Works, Umatilla County, requesting that we proceed towards contract letting under the provisions of item 26 of Alternative Two.

Carlos feels the revised project construction and right of way acquisition costs will fall within obligated funds for the project.

By copy of this letter, I am asking everyone involved to proceed with development of final plans, identification and programming of funds for right of way purchases, and contract letting.

RCL:lt

Enclosure

cc: Carlos Van Elsberg
H. S. Coulter
D. H. Foehring
Region Engineer
Frank Terpin
Don Harwell
Vern Cusack
E. S. Hunter
L. W. Rulien
Hal Versteeg
L. H. George
Bob Prange
Bill Penhollow
C. T. Keasey
Bob Ewen
Walt Hart
Steve Macnab
Wainor Holmes
H. N. Van Cleave w/letter
Harold Brainerd w/letter
Region 5 R/W w/letter

RECEIVED
STATE HWY ENGR
APR 19 '79
REFER TO
FOR
Info | Init. | R.D. | D.R. | Sign | Act | File

# UMATILLA COUNTY

ROAD OFFICE

PENDLETON, OREGON

April 11, 1979

RE ☐ RCE ☐ RWE ☐ ROE ☐ RFA ☑ 4-16-79

APR 16 1979

RECEIVED
REGION 5 OFFICE

Oregon State Highway Department
P. O. Box 850
La Grande, Oregon 97850

Attention: Mr. Roger Lang

Re: Sparks Bridge - Project #SOS-3000(1)

Dear Roger:

Regarding your letter of April 3, 1979, in connection with the above, Umatilla County wishes to proceed to contract as provided under 2b outlined in the Safer Off-System Program of March 22, 1979.

Please contact me if you have questions on this decision.

Yours truly,

UMATILLA COUNTY ROAD DEPARTMENT

Carlos Van Elsberg

Carlos Van Elsberg
Director of Public Works

CVE/bb

# UMATILLA COUNTY

ROAD OFFICE

PENDLETON, OREGON

RE ☐ RCE ☐ RME ☐ RCE ☐

RRA ☒ APR . 9 1979

RECEIVED
REGION 5 OFFICE

April 6, 1979

State of Oregon
Division of State Lands
Permit Section
1445 State Street
Salem, Oregon 97310

505- Umatilla Co

Attention Ms. Marge Akers

Re: Sparks Bridge Project

Dear Ms. Akers:

Per our recent conversation, please withdraw Umatilla County's request for a "Fill & Removal" permit in connection with the above named project. The project is presently being revised and will in all probability not require a permit.

Please feel free to contact me if there should be questions.

Yours truly,

UMATILLA COUNTY ROAD DEPARTMENT

Carlos Van Elsberg

Carlos Van Elsberg
Director of Public Works

CVE/bb

CC: Department of Fish and Wildlife

* Birch Cr (Sparks) Br. Sec
Project No. 505-3000(1)

cy Hal Versteeg
F.E. Terpin
Gerald Wimer
H.N. Van Cleave
Region

ROBERT W. STRAUB
GOVERNOR

*Department of Transportation*
# STATE HIGHWAY DIVISION

REGION 5 OFFICE

W. E. Schwartz
Region Engineer

P.O. Box 850 La Grande, Oregon 97850 Telephone 963-3177

April 3, 1979

Mr. Carlos Van Elsberg
Director of Public Works
Courthouse, P.O. Box 1427
Pendleton, OR 97801

Dear Carlos:

Birch Creek (Sparks) Bridge Section, Project No. SOS-3000(1)

As you know, the Highway Division has been notified by the Federal Highway Administration that all available Safer Off System Roads funds have been obligated. Also that Congress has provided only one-half of the Fiscal Year 1978 funds and so far none of the Fiscal Year 1979 or 1980 funds. Consequently, we find ourselves locked into previously obligated funds which were based on your application of September 7, 1976, as there are no reserve funds to draw from.

At the present time we have programmed the following amounts with the Federal Highway Administration:

| | | |
|---|---|---|
| Preliminary Engineering | $ 5,570 | $ 6,500* |
| Preliminary Engineering Right of Way | 3,000 | 3,500 |
| Construction Costs | 201,000 | 234,539 |
| | $209,570 | $244,539 |

*Due to the complexity of the original survey and the County's desire to select an alternate location, these costs have esculated considerably. It is now estimated $22,450 will be needed to cover preliminary engineering for the original and revised surveys and design.

The apparent project funding status is as follows:

| | |
|---|---|
| Maximum fundable project | $244,539 |
| Less Anticipated Preliminary Engineering | 22,450 |
| Less Anticipated Right of Way Preliminary Engineering | 3,500 |
| Total Available for Construction | $218,589 |
| County Share of 244,539 @ 85.7% = | $ 34,969 |
| Less Previous Deposits | 1,410 |
| Total Based on Maximum Project | $ 33,559 |

Enclosed is a copy of a letter from Gerald Wimer and ALTERNATIVE TWO which was developed in cooperation with LOC staff and the AOC-Technical Advisory Committee. Under the terms of this proposal we cannot transfer surplus preliminary engineering monies from McKay Creek (Sumac and Platt) Bridge's to the Birch Creek (Sparks) Bridge Section.

If no additional monies are made available under ALTERNATIVE TWO, we will be locked into the $244,539 amount. Please note that you must identify a course of action by May 7, 1979, or relinquish the funds remaining for redistribution to other projects. As the maximum project you now have is only a small amount under the maximum allowable project of $250,000 as per the SOS Working Agreement, I would urge you to consider going forward with the funds available.

Sincerely,

Roger C. Lang
Region Federal Aid Engineer

RCL:lt

Enclosures (2)

cc: Gerald Wimer
H. N. Van Cleave

FORM 81.734.3030

# OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE:

La Grande, Oregon
January 31, 1979

FROM: Roger C. Lang
Region Federal Aid Engineer

SUBJECT: Birch Creek (Sparks) Bridge Section
SOSR Project, No. OS 3000(1)
Umatilla County

TO: Gerald Wimer, Manager
Local Government Section

S A L E M

The Umatilla County Board of Commissioners have carefully reviewed input by the Oregon Department of Fish and Wildlife, conferred with Mr. Delvin McDaniel and have directed Carlos Van Elsberg, Director of Public Works, to request that the Highway Division develop plans in conformance with Alternate 3 shown in Mr. Van Elsberg's letter of December 27, 1978.

Enclosed is a copy of Mr. Van Elsberg's letter requesting the change in plans. Please note that the affected property owner has signed the letter showing his concurrence with this alignment. Mr. Van Elsberg obtained the signature at my request because of the resistance to the original survey.

Also, enclosed is Authority for Survey No. 2 showing the anticipated costs to perform the work.

Please take the necessary steps to program the additional preliminary engineering with FHWA.

RCL/vt
Enc.
cc: Carlos Van Elsberg
Dave Carter, FHWA
W. J. Hart
Hal Versteeg
H. N. Van Cleave

Form 81-734-3039

OREGON STATE HIGHWAY DIVISION

# AUTHORITY FOR SURVEY

Section Birch Creek (Sparks) Bridge  Date January 31, 1979

Highway Coombs Canyon Road OS-3000(1)  Authorization No. 2

County Umatilla  Survey Prefix 230-1946 (Assigned by Salem office)

Description of termini, route, length, etc.:

From Station 18+ to Station 34+. Replacement structure to be located at or near the present location.

Free County Design State Funds (906) _____ Prefix _____

Purpose of survey:

Prepare plans, specifications and estimate of cost.

Estimate of cost:

KC

INSTRUCTIONS

Submit four copies to Salem. After approval by the Assistant State Highway Engineer, one copy will be sent to the Regional Engineer and one copy to the Resident Engineer.

**This form does not constitute authority for making survey until approved and returned.**

Submit separate order for each survey.

Total estimated cost of survey . . . . . $.....

Previous authorization . . . . . .....

Additional authorization requested . . . . .....

Additional authorization approved (Salem) . .....

Total all authorizations approved (Salem) . . ..... .....

Requests made by:

Roger C Lang
Federal Aid Engineer
Field Engineer

Recommended for Approval:

Regional Engineer

Recommended for Approval:

Location Engineer

Approved:

Assistant State Highway Engineer

SP*19760-734

| | | |
|---|---|---|
| Field Survey | *(901) | 3,000 |
| Citizen Input | *(902) | |
| Consultant | (904) | |
| Final Design | (905) | 1,000 |
| Bridge Design | (906) | N/A |
| Preliminary Design | (907) | |
| R/W Descriptions | (909) | |
| Soils & Geology | *(910) | |
| Traffic | *(911) | |
| Landscape | (912) | |
| Liaison | *(913) | |
| Utility | *(914) | |
| Photogrammetry | (916) | |
| Location Studies | (918) | |
| Engr. Graphics | (919) | |
| Office Engineer | (920) | |
| Specifications | *(921) | 1,000 |
| Environmental | *(923) | |
| Planning | (924) | |
| Foundation Exploration | *(926) | 3,000 |
| Seminars | (950) | |
| Hearings | *(980) | |
| Equal Opportunity | *(985) | |
| | TOTALS | 8,000 |

# UMATILLA COUNTY

**ROAD OFFICE**

**PENDLETON, OREGON**

January 29, 1979

RE RCE RWE RDE
RECEIVED

Oregon State Highway Division
P. O. Box 850
La Grande, Oregon 97850

Attention: Mr. Roger Lang

Re: Sparks Bridge Replacement

Dear Roger:

Recently Umatilla County has been communicating with Mr. & Mrs. McDaniel, the property owners affected by the replacement of Sparks Bridge which crosses Birch Creek. As a result, it is now the consensus of the McDaniels and Umatilla County that both parties would be better served if the bridge were replaced in it's present location. There is. of course, the realization that this would necessitate the removal of approximately one (1) plus acres of productive alfalfa land.

Therefore, Umatilla County would like to request that the Oregon State Highway Division proceed with the necessary engineering of the project to change the location of the bridge from the present proposal to replacing it at or near it's present location.

Please do not hesitate to call on me if I have left any questions unanswered.

Yours truly,

UMATILLA COUNTY ROAD DEPARTMENT

Carlos Van Elsberg
Director of Public Works

Delvin McDaniel

CVE/bv

cy Dave Carter, FHWA
Hal Versteeg
W.J. Hart
H.N. Van Cleave

ROBERT W. STRAUB
GOVERNOR

*Department of Fish and Wildlife*
OFFICE OF THE DIRECTOR
506 S.W. MILL STREET, P.O. BOX 3503, PORTLAND, OREGON 97208

cy Region 1/11/79 Ferguson

RE ☐ RCE ☐ RME ☐ ROE ☐
RFA ☐ JAN 11 1979

RECEIVED
REGION 5 OFFICE

January 9, 1979

Mr. Carlos Van Elsberg
Director of Public Works
Umatilla County Road Department
P. O. Box 1245
Pendleton, Oregon 97801

Dear Mr. Van Elsberg:

Thank you for your December 27 letter which presents information on the Sparks bridge project. Your identification of the County's long-distance plans for Coombs Canyon Road and discussion of alternatives for the Sparks bridge project provides us with data that was requested at our on-site visit in May 1978 and the Department's July 1978 response on the A-95 review. It has never been the intent of our Department to be uncooperative and if we gave that impression we apologize. We simply felt additional information was needed for us to make meaningful comments regarding the project.

Birch Creek is an important spawning stream for summer steelhead. Our data shows Birch Creek to be the third most important steelhead producing stream in the Umatilla River system. The spawning habitat on Birch Creek lies primarily upstream from the proposed project. However, the Sparks area does serve as both a passage route and as a seasonal rearing area. Our concerns with the proposed project are with relocating a portion of the stream. Plans submitted to DSL indicate that approximately 700 feet of old meandering channel would be replaced by a new 250-foot straight channel. This would result in a loss of channel length of 450 feet. Furthermore, the new highly artificial channel would have, according to numerous research studies, significantly lower values for fish life than would an equal length of natural channel.

When one considers only the effects of this single project on fish production it does not appear very important. However, the cumulative effect of the many habitat alternatives on each stream such as dam construction, channelization, water diversion, realignment, and revetment works are very significant. Consequently Oregon has lost a large proportion of its former fish production area and each remaining area becomes more and more valuable. The Department shares the County's concern for protection of agricultural lands. However, we are advised by LCDC staff that an exception to the agricultural goal would not be required for this project. The factors you listed for consideration prior to conversion of agricultural lands is a

goal requirement for conversion to urban use. Thus, even though they are excellent points for consideration they are not required by LCDC for evaluation of route alternatives.

Review of alternative routes has identified the following key points:

1. Alternatives 1, 2 and 3 would have less impact on fish and wildlife resources than would the selected route.

2. Alternatives 2 and 3 are less costly than Alternative 1 or the selected route.

3. Alternative 3 would entail loss of less agricultural land than would Alternatives 1 or 2 and only about two acres more than the selected alternative.

4. Alternatives 2, 3 and the selected route have had favorable consideration from the County, while Alternative 1 and the selected route have landowner support.

Based on the above points, our Department supports Alternative 3 since it has minimal impact on fish and wildlife, requires conversion of only about two acres of agricultural land, and retains a reasonable cost factor. Thus, we believe Alternative 3 would be the most compatible with statewide planning Goal 3 (Agriculture), Goal 5 (Open Space-Natural Resource), and Goal 12 (Transportation).

The County, in its deliberations, apparently identified Alternatives 2 and 3 as desirable. However, due to landowner opposition it appears they were rejected.

In conclusion, the Department of Fish and Wildlife believes Alternative 3 best meets the intent of land-use planning goals. However, if the County pursues it selected alternative we would welcome the opportunity to work with the County and State Highway to assure that negative impacts to fish and wildlife are minimized. Measures to minimize such impacts may include construction of fencing and establishment of riparian vegetation along the new channel, retention of the existing channel downstream from the new roadway as a backwater area, and design modifications to insure fish passage and to reduce erosion potential below the new straight channel.

Please call if we can clarify our comments or be of any other assistance.

Sincerely,

Jim Lauman

Jim Lauman
Staff Biologist
Environmental Management Section

cc: Umatilla County Board of Commissioners
Senator Mike Thorne
Division of State Lands
Dick Lenz, State Highway, Salem
Doug Carter, FHWA

JL:ek cy's Hal Versteeg
D.E. Swan
Gerald Wimer

# UMATILLA COUNTY

ROAD OFFICE

PENDLETON, OREGON

December 27, 1978

RE ☐ RCE ☐ RME ☐ RCE ☐ RFA ☐

DEC 28 1978

RECEIVED
REGION 5 OFFICE

State of Oregon
Department of Fish & Wildlife
P. O. Box 3503
Portland, Oregon 97208

Attention: Mr. Jim Lauman

Re: Sparks Bridge Reconstruction & Relocation

Dear Jim:

This letter is in response to our telephone conversation of December 11, 1978, and your request that Umatilla County explain how the Sparks Bridge Project effects the county road system in the Coombs Canyon and Pilot Rock area and also an explanation of the various alternate routes considered in choosing a final route for this project.

Coombs Canyon Road, Sparks Bridge being a part of that road, is the main arterial, on the West side of Birch Creek, between U. S. Highway #395 and Pilot Rock. It also is a collector which serves a major portion of the county South of the Umatilla River and West of U. S. Highway #395.

Considering the above it is only reasonable to assume that this project is only one of many that will be needed to begin to improve the roads in this area. In fact, there are only seven (7) miles of road yet unpaved on the main route between Pilot Rock and U. S. Highway #395. Because of increased traffic, agriculture and residential, there has recently been a petition submitted to improve that seven (7) miles as soon as possible.

As has been ponted out in previous communications, as well as above, Umatilla County, in considering this project, has taken many things into consideration, such as future road improvements, safety, adjoining land uses and natural resources to name a few.

I will next explain alternative routes which were explored and rejected and the reason for those rejections. For your information I have enclosed a map on which those alternatives are shown.

Number 1 is a route that has been suggested by the McDaniels as the one which they would most prefer. This route would require a complete relocation and reconstruction of this portion of Coombs Canyon Road, a one hundred twenty (120) foot bridge, a new railroad crossing and the taking of five (5) plus acres of prime agriculture land out of production.

RECEIVED

8 1979

HIGHWAY ACCOUNTING

In addition to the taking of prime agriculture land, estimated cost of this route exceeds that of the one chosen by Umatilla County.

Number 2 is the route that is most preferred by Umatilla County, but has the full opposition of the landowners. It would also, as can be readily observed, eliminate any further usefulness of this parcel of land for the production of alfalfa. This eight (8) acre parcel is one the McDaniels depend heavily on to produce hay for their cattle, and their opposition can be understood.

Number 3 is the route, other than the one choosen, which was considered by Umatilla County. Again, however, the landowners oppose any encroachment onto or removal of any portion of this prime agricultural land from production. Route No. 3 would effectively remove two (2) plus acres from production.

Briefly to summarize, Route No. 1 was rejected because of construction cost and removal of agriculture base. Routes No. 2 & 3 would have less construction cost than that route chosen by Umatilla County, but were also rejected because of landowner opposition and removal of agricuture base.

The above may seem insignificant to some, but let's examine goal 3 which pertains to agriculture lands.

Agricultural land is defined as "land of predominantly Class I-VI soils as identified in the Soil Capability Classification System of the United States Soil Conservation Service".

Conversion of rural agricultural land shall be based upon consideration of the following factors - (1) environmental, energy, social and economic consequences; (2) demonstrated need consistent with LCDC Goals; (3) unavailability of an alternative suitable location for the requested use; (4) compatibility of the proposed use with related agricultural land; and (5) the retention of Class I, II, III, and IV Soils in farm use.

Consideration of these factors based on available technical data for the [illegible] intended does not justify the taking of an exception to the Agricultural Land Goal:

1. Environmentally this land is in alfalfa with Birch Creek, an intermittent stream, crossing through the middle of the projects. Fish runs will not be affected - construction will occur during the dry season. Stream flow will be controlled by the necessary engineering design. Overall impact to fish and/or wildlife is expected to be minimal.

2. Social - Improved safety aspect for the public with better roadway design. Improved roadway standards for future develop-

ment along Birch Creek. Reduced public costs by locating new roadway as close to existing right-of-way as possible. Realignment of bridge for safety purposes.

3. Economic - Costs vs benefits of taking over additional right-of-way. On one hand a reduction in total dollar cost for road construction with a decrease on land left suitable for agricultural use. Conversely, proposed alignment would leave as much land as feasible for agricultural use though costs would be higher for stream rechannelization and flow control devices. Costs or impacts do not appear to justify the taking of an exception to Agricultural Land Goal.

4. These lands are identified as RS-Ritzville Silt Loam and SN-Snow Silt Loam in the 1937 Umatilla Area Soil Survey. OR-1 interpretation sheet classify these soils at 0-5% slope as Class I irrigated and Class III non-irrigated. These are then prime agricultural land.

As has been pointed out in various letters pertaining to this project, Umatilla County has attempted to explain that alternatives were considered and rejected after weighing their effect on ajoining land uses and natural resources. In making these decisions the County used all data available to it. In some cases this has been minimal since departments such as the Fish and Wildlife have been reluctant or unable to supply information that would aid the County in supporting their objections to the proposed project.

Jim, I would like to conclude this letter by pointing out that I have made an effort to supply you with the information that you requested. I have attempted to keep my criticism of the Fish and Wildlife Department to a minimum, although I feel they have been less the cooperative where they could in dealing with local government on this project. It is my hope that the procrastination on this project will cease, that questions unanswered, if there are any, will be asked in a manner in which they can be answered, and that any data which up to now has been unavailable to the County will be brought forward and introduced for consideration.

In conclusion, I feel a speedy reply to this letter is due the County, but as noted above we wish to be of as much assistance as possible so please

feel free to contact me at anytime on this matter.

Yours truly,

UMATILLA COUNTY ROAD DEPARTMENT

Carlos Van Elsberg

Carlos Van Elsberg
Director of Public Works

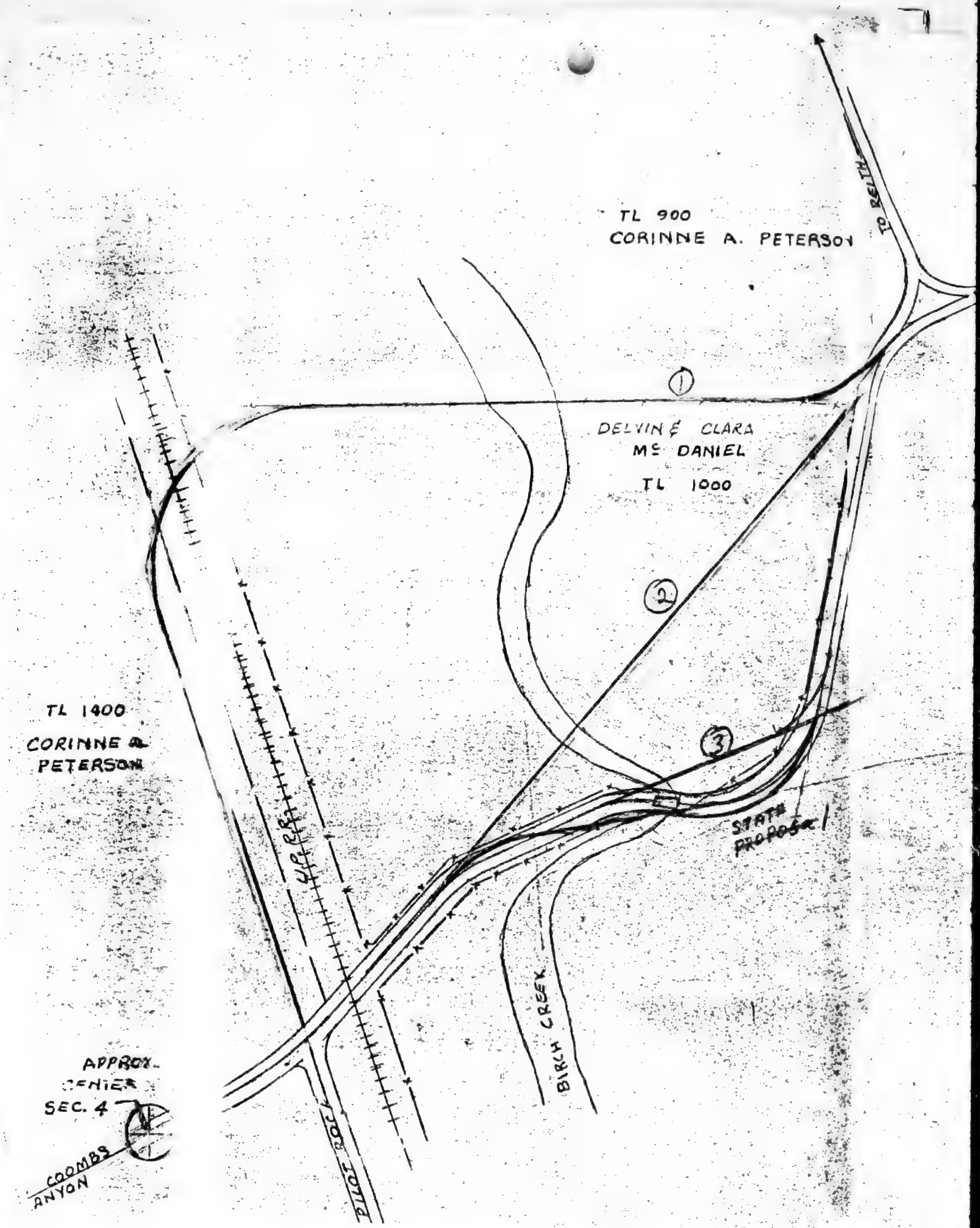
CVE/bb

Enclosure

CC: Umatilla County Board of Commissioners
Senator Mike Thorne
Mr. Don Harwell
Mr. Dick Lentz
~~Mr.~~ Roger Lang
Mr. Jim Phelps
Dave Carter, FHWA
Hal Versteeg

REFERRED TO
Beard ____ Stoudenmayer ____
Cole ____ Sample ____
Eriksen ____ Watson ____
Hager ____ Do n. ____ Lee ____
Return Discuss Do Fil: Copy Due ____
BY FINAL DESIGN ENGINEER

RECEIVED
JAN 0 9 1979
ENGINEERING SECTION


TL 900
CORINNE A. PETERSON
TO KELTH
1
DELVIN & CLARA
Mc DANIEL
TL 1000
2
3
TL 1400
CORINNE &
PETERSON
U.P.R.R.
STATE
PROPOSE
BIRCH CREEK
PILOT ROCK
APPROX.
CENTER
SEC. 4
COOMBS
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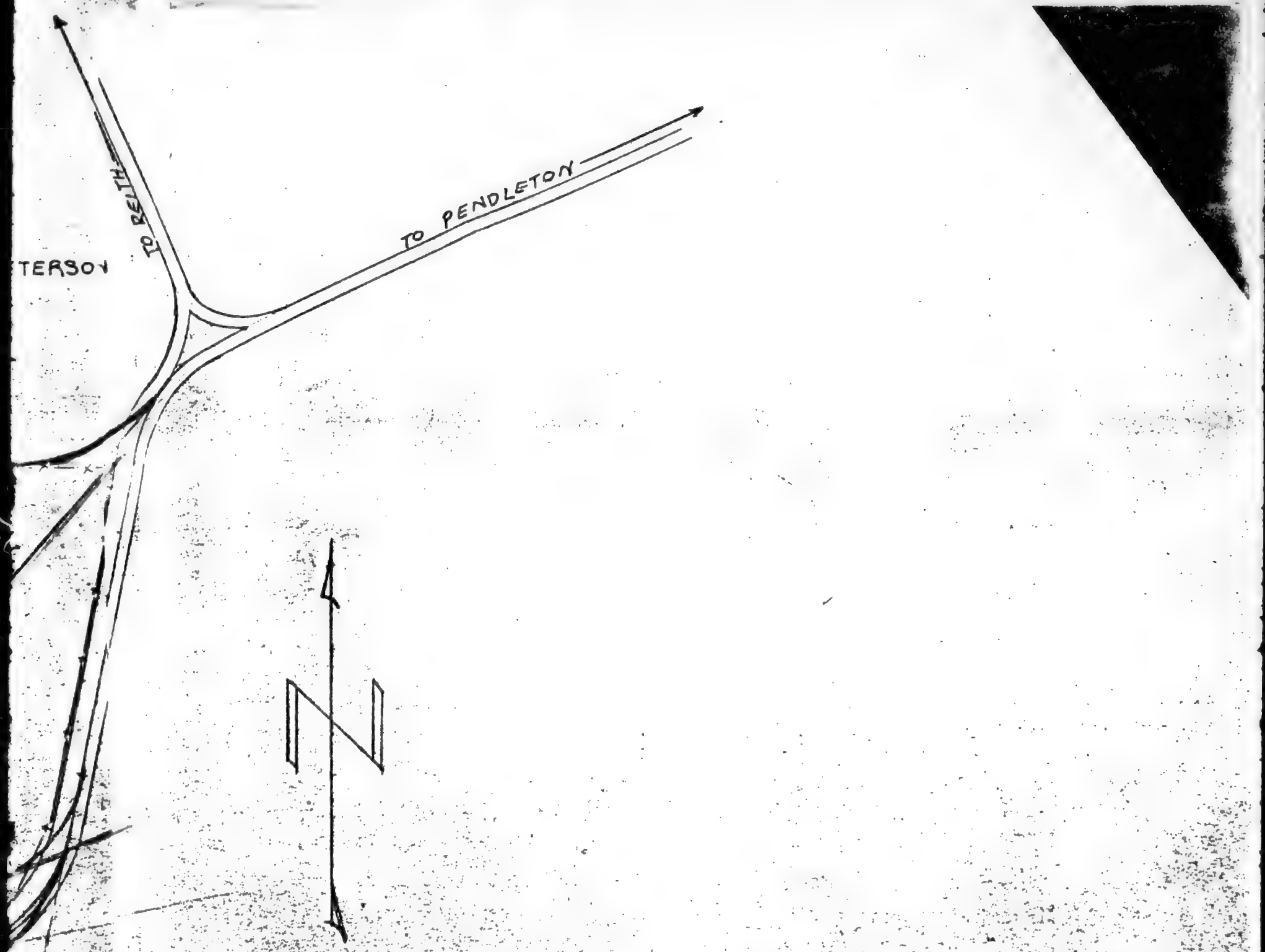



UMATILLA COUNTY ROAD DEPT.
CARLOS VAN ELSBERG - DIRECTOR OF PUBLIC WORKS

S.W. 1/4, N.E. 1/4, SEC. 4, T. 1 N., R. 32 E., W.M.

SCALE 1" = 200'

ROBERT W STRAUB
GOVERNOR

*Department of Transportation*
# STATE HIGHWAY DIVISION

REGION 5 OFFICE

W. E. Schwartz
Region Engineer

P. O. Box 850 La Grande, Oregon 97850 Telephone 963-3177

December 19, 1978

Mr. Carlos Van Elsberg
Director of Public Works
P. O. Box 1245
Pendleton, Oregon 97801

Dear Carlos

Re: Project Status Report, Jirgensen, (Parcels) Sec., [illegible] Project No. [illegible] (1)

Thank you for your status report of October 1 1 7 concerning the Birch Creek (Parcels) fence project.

Our present schedule of contract letting calls for bids on March 2, 1979. We may or may not be able to retain this scheduled date as the Fish and Wildlife Department will have to submit a revised statement, showing acceptance, to the State Clearing House.

Please forward me a copy of your report to Mr. Layman so I may keep my project files up to date.

Sincerely,

Roger C. Lang
Roger C. Lang
Region Federal Aid Specialist

RCL/vt
cc: Hal Versteeg
D. E. Swan
Gerald Winer
W. C. Ferguson

Form 81-734 3123

Lang

# UMATILLA COUNTY

ROAD OFFICE

PENDLETON, OREGON

December 18, 1978

☐ RE ☐ RCE ☐ RME ☐ ROE

☐ RFA DEC 19 1978 ☐

D12/19/78 RECEIVED
REGION 5 OFFICE

TO: Oregon State Highway Division - Attention: Roger Lang

FROM: Carlos Van Elsberg, Umatilla County Public Works Director

SUBJECT: Status Update on Sparks Bridge Project

As a result of a recent letter to the Fish & Wildlife Department from the Umatilla County Board of Commissioners, Mr. Jim Lauman of that department called me and the Commissioners. Mr. Lauman has clarified his department's objections and reassured me that those objections would most likely be overcome upon submission of further information concerning alternate routes that were investigated and rejected by the county. A complete report is being prepared at the present time for Mr. Lauman's review.

I hope the above will reassure those concerned with this project that it is progressing, even though slowly.

Yours truly,

UMATILLA COUNTY ROAD DEPARTMENT

Carlos Van Elsberg

Carlos Van Elsberg
Director of Public Works

CVE/bb

cy Hal Versteeg
D E Swan
Gerald Wimer
W C Ferguson

FORM 81-734-3030

**OREGON STATE HIGHWAY DIVISION** FILE:

INTER-OFFICE CORRESPONDENCE

La Grande, Oregon

December 12, 1978

FROM: R. C. Lang
Region Federal Aid Specialist

SUBJECT: Birch Cr. (Sparks) Br. Sec.
Coombs Canyon Road
SOS-R Project
Umatilla County

TO: Gerald Wimer, Manager
Local Government Section

S A L E M

Enclosed is copy of preliminary plans dated November 15, 1978 for the above project which have been approved by the Umatilla County Board of Commissioners.

Umatilla County has asked the Department of Fish and Wildlife to reconsider their objectives to the project but I am not aware of any reply.

RCL/vt
Enc.
cc: Umatilla County Board of Commissioners
Carlos Van Elsberg
Hal Versteeg
W. C. Ferguson

OREGON

# TRANSPORTATION

VAY DIVISION

POSED PROJECT

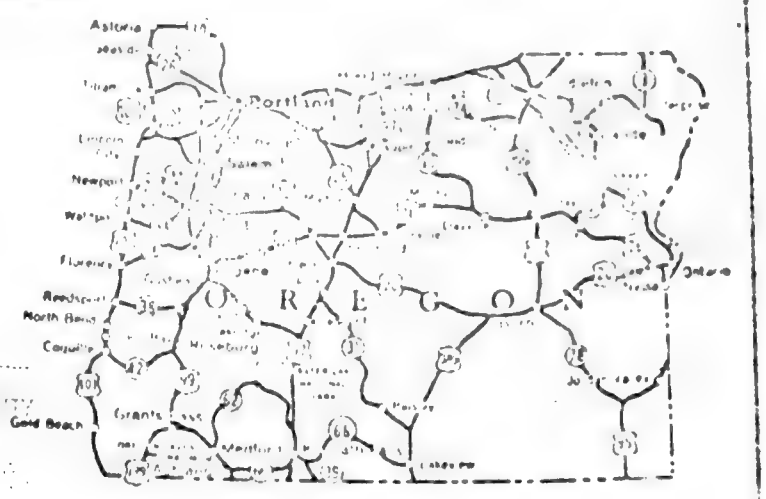
PRELIMINARY COPY
NOV 15 1978
SUBJECT TO CHANGE
FINAL DESIGN UNIT

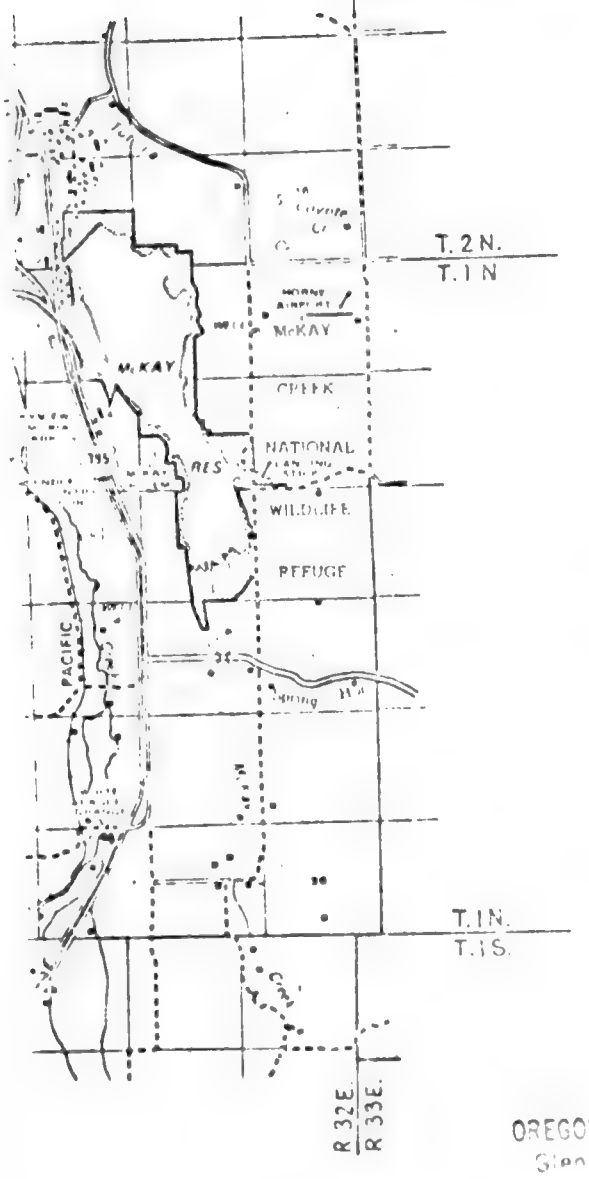
| BIRCH CREEK (SPARKS) BRIDGE & SEC. COUNTY ROAD (CANYON RD.) UMATILLA COUNTY | | | | SHEET NO. 1 |
|---|---|---|---|---|
| FED. ROAD DIST. NO. | STATE | PROJECT NUMBER | FISCAL YEAR | TOTAL SHEETS |
| 10 | OREGON | | * | SEE INDEX |

O S.

# RKS ) BRIDGE SEC.
# ( CANYON RD. )
## COUNTY

Dec 8 '78
E.K. Stanfill
Umatilla
E.K. Stanfill
Asst Butler




UMATILLA

INDIAN

RESERVATION

PRELIMINARY COPY
SUBJECT TO CHANGE

H. S. Walter — STATE HIGHWAY ENGINEER

E. S. Hunter — TECHNICAL SERVICES ENGINEER

Sketch Map
Scale 0 1 ½ Miles

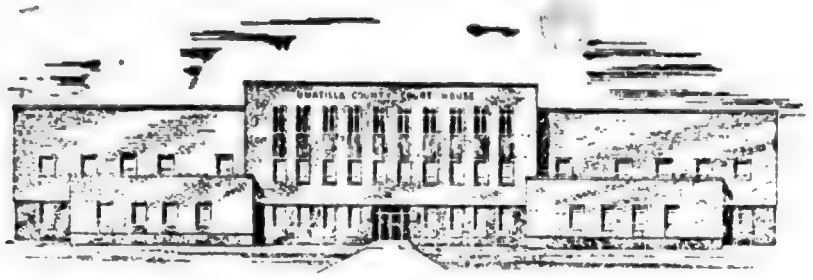
OREGON TRANSPORTATION COMMISSION

| | |
|---|---|
| Glenn L. Jackson | CHAIRMAN |
| Michael P. Hollern | VICE CHAIRMAN |
| Gordon Coleman | COMMISSIONER |
| Peter J. Brix | COMMISSIONER |
| Tom Walsh | COMMISSIONER |
| Robert A. Burco | DIRECTOR TRANSPORTATION |
| Fred B. Kiaboe | ASSISTANT DIRECTOR FOR OPERATIONS |

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

APPROVED

DISTRICT ENGINEER — DATE



216 Southeast 4th

UMA[illegible]LA COUNTY

BOARD OF COMMISSIONERS

F.K. "Woody" Starrett
R. R. Raymond
Ford Robertson

P.O. Box 1427
Pendleton, Oregon 97801
Ph: 503/276-7111

J. Dean Fouquette
Administrative Assistant

December 5, 1978

State of Oregon
Department of Fish & Wildlife
P. O. Box 3503
Portland, Oregon 97208

Attention: Mr. Jim Lauman

Re: Sparks Bridge Replacement

Dear Mr. Lauman:

The purpose of this letter is another attempt by Umatilla County to gain clarification of the objections by the Department of Fish & Wildlife to Umatilla County's relocation and replacement of Sparks Bridge which crosses Birch Creek. To summarize, we would like to make the following observations:

1. Umatilla County, through the Oregon State Highway Division, applied for Federal Highway Off System Funding to replace Sparks Bridge which crosses Birch Creek on Coombs Canyon Road.

2. The Oregon Fish & Wildlife, through the A-95 Review process, objected to the project indicating that Umatilla County had not explored all available alternatives. They did not, however, state the alternatives that they felt were available to the County.

3. As a result of the Department of Fish & Wildlife's objections, Umatilla County and the Oregon State Highway wrote position letters (see attached) which stated that alternatives which they felt were viable had been investigated. The result being that the alignment now proposed serves the best interest of the Umatilla County citizens and does minimal damage to adjoining agriculture lands.

cc: Walt Hartinger

4. In addition to the correspondence mentioned above, a public meeting was held on September 20, 1978, during which the Umatilla County Board of Commissioners took testimony from interested parties concerned with the project (see attached minutes). They then reaffirmed their original decision to proceed with the project as designed, indicating that they felt that alternatives had been adequately investigated and that any problems encountered with changing the stream bed in relocating the bridge could be adequately taken care of in designing the project.

5. Information now being received by Umatilla County indicates that the Department of Fish & Wildlife is still maintaining that the County has not properly addressed alternatives, however, they still have not pointed out precisely to what alternatives they have reference.

In summation, the Umatilla County Board of Commissioners are of the opinion that the Umatilla County Road Department and the Oregon State Highway Division have made every attempt to resolve the differences that exist between them and the Department of Fish & Wildlife on this project. The Commissioners by this letter hope that a greater effort by the Fish & Wildlife Department will be made to more fully explain their position, and when they speak of alternatives, what are they?

The County, in conclusion, wishes all to understand that it is ready to confer with anyone to move this project forward. If there are unanswered questions every attempt will be made to seek those answers, however, delay, just for delay's sake, is inexcusable! The County is adamant in their position that this is a good project and will make every effort to proceed with it. Delays in an attempt to kill this project will not succeed. Therefore, let us work together.

Your immediate reply will be appreciated.

Yours truly,

UMATILLA COUNTY
BOARD OF COMMISSIONERS

F. K. STARRETT, CHAIRMAN

FORD ROBERTSON

R. R. RAYMOND

Enclosure

CC: Governor-Elect Victor Atiyeh
Senator Mike Thorne
Mr. Don Harwell
Mr. Dick Lentz
Mr. Roger Lang
Mr. Jim Phelps
W.S. Coulter
Hal Vanstrum
Buzz Swan
Dave Carter
Paul Riedl
Gary Potter
John Preston

For your information — Please note Umatilla Co. is calling for cooperation of State Agencies pledged by Governor Elect Atiyeh.

# UMATILLA COUNTY

ROAD OFFICE

PENDLETON, OREGON

August 23, 1978

Oregon State Highway Department
P. O. Box 850
La Grande, Oregon 97850

Attention: Mr. Roger Lang

Re: Birch Creek (Sparks Bridge) SOR-R Project, Umatilla County

Dear Roger:

This letter is in response to remarks by the Oregon Department of Fish & Wildlife regarding Umatilla County's wish to replace and relocate Sparks Bridge which crosses Birch Creek southwest of the City of Pendleton.

As noted in their memo, representatives of Umatilla County and the Oregon State Highway Division met with the Fish & Wildlife Staff on May 8, 1978, at the site in question. It was pointed out to them that in all cases, where bridge replacement was considered necessary on a county road, Umatilla County took into consideration any changes which could be put into effect to improve any adverse problems that might be present on the road at that particular location. We pointed out to them that it was readily apparent that the bridge in it's present location was a hazard, and to rebuild it at that location would not only compound the hazard, but present a greater safety problem to the public, since we would not only be replacing the present narrow bridge we would be widening it considerably.

Again, as noted, alternatives were suggested and discussed with the County and the State Highway Departments indicating that further exploration of those alternates would be taken. With the aid of W. C. Ferguson and his staff we discovered that attempting to retain the bridge at it's present location not only increased the safety problem by increasing the degree of a problem curve it also increased the taking of prime agriculture lands which is in alfalfa and produces up to three (3) cuttings per year.

In addition to the above the Fish & Wildlife Staff, when questioned about the possible loss of fishery as a result of our proposal, had no numbers to present us with, only possible losses.

In conclusion, I feel that all feasible alternatives have been explored and deservedly discarded. I also do not feel that the Department of Fish & Wildlife has proven that the potential loss of fishery in the stream outweighs the improvement of road alignment, safety and minimum damage to important adjoining agricultural lands.

Further, in conclusion, I wish to reafirm Umatilla County's position that the project as they have requested it be constructed is in the best interest of the traveling public. Also, as pointed out above I feel we have attempted to construct it in a way as to minimize all adverse effects.

Please feel free to contact me if I can be of any further help in moving this project forward.

Yours truly,

UMATILLA COUNTY ROAD DEPARTMENT

Carlos Van Elsberg

Carlos Van Elsberg
Director of Public Works

CVE/bb

CC: Umatilla County Board of Commissioners
Mr. W. C. Ferguson, Oregon State Highway Department
Mr. Jim Phelps, Department of Fish and Wildlife

Commissioner Raymond seconded the motion. Commissioner Robertson stated he previously spoke with Tess Hathaway, of the Elections Department, who agreed to the time element. All in favor, none opposed; motion carried.

Commissioner Starrett mentioned any interested persons wishing to serve as an officer on the fire district may contact the county clerk.

Dean Fouquette questioned the number of days involved, as the ORS reads "not later than 70."

The Board suggested to Mr. Brown that he check with the county clerk for her approval of the time element.

NEW BUSINESS

Round-Up Bond Issue

Ms. Marilyn McDougall, speaking for Mr. John Segerstrom, explained all they are requesting is support for issuing revenue bonds to finance the construction of the new north grandstand at the Round-up grounds. The reason for coming to the County is that the ORS requires the undertaking of any eligible project for industrial development revenue bond financing must be requested by official action of the governing body of the county in which the project will be located.

Commissioner Starrett mentioned the matter had been discussed among the Commissioners and they agree to give support.

Commissioner Robertson indicated although he is in support, in no way did he want the public to misunderstand and believe the county is financing the Round-Up. He had no objection whatsoever, but clarified the fact the county is not financially supporting the Round-Up.

After reading the resolution presented by Ms. McDougall, Commissioner Starrett entertained the motion to adopt. Commissioner Raymond motioned to do so, with Commissioner Robertson seconding. All in favor, none opposed; motion carried. (This resolution is filed in the Commissioners' Office under Resolutions).

ROAD DEPARTMENT

Sparks Bridge Replacement

As Carlos placed a map on the blackboard, he explained he requested this item be placed on the agenda in order to discuss the fish and wildlife's objections to the county project on Coombs Canyon Road consisting of the relocation and replacement of Sparks Bridge.

Carlos explained the location of the bridge on the map and its proposed relocation. Due to the bend in the Creek (Birch), the county is proposing to realign the creek and in the process realign the road. Whatever property is not needed to do the realigning would go to the property owner.

Carlos further explained that in 1975, the county put a ten ton load limit on the bridge because of its condition. In 1976, the county applied to FHWA for an off-system project and not until July 1977 did the State Highway design the project.

Carlos then read outloud the objections raised by the Department of Fish and Wildlife. Mainly, their concerns center around the rechannelization of the creek and the possibility of errosion. Rechannelization would hinder the spawning site for rainbow trout and summer steelhead. In addition, they feel that all alternatives have not been thoroughly checked into.

Mr. W. C. Ferguson, of the Oregon State Highway Division, explained what steps the county took before coming to the solution they are now proposing. In the first proposal, the property owner had such strong objections, they felt it best to find another alternative. In the second proposal, Carlos had the highway division move closer to the existing bridge because the first proposal took too much agricultural land. Now, as being proposed at this time, the county is helping to align more of the road and improve visibility while, at the same time, salvage agricultural land.

Carlos then called Mr. Dick Lenz, of the Oregon State Department of Transporation.

Mr. Lenz replied he would rather wait to hear the comments of the fish and wildlife before speaking.

Mr. Jim Phelps, Pendleton Office of the Fish and Wildlife, stated their department (through the Portland Office) felt there had not been substantial consideration for relocating the channel and they still feel this way. He explained the Soil and Water Conservation Service has spent a considerable amount of money in order to stabilize the stream the way it is presently. The Fish and Wildlife feel there are other available alternatives still to be viewed.

Commissioner Robertson questioned the concern over the spawning site.

Mr. Phelps replied he did not believe the steelhead spawn at that particular area, but the width of the creek hinges on food production and organisms on which the fish feed.

Commissioner Robertson stated he would agree to that way of thinking, but in this instance, the county is only talking about 300 feet.

Mr. Phelps replied a little bit at a time adds up; the main concern is over the hydrology of the sream.

He explained that tampering with the width of the creek will cause the velocity of the water to be stronger at some points.

Carlos agreed with Mr. Phelps on that thinking - there would be an alteration of the velocity of the water in changing the channel.

Mr. Lenz then spoke, saying he had taken pictures from the air showing freshly erroded bank. Because of the possible spawning of the fish, one alternative would be to provide the fish a pool to grow in, perhaps under the bridge as this appears to be the only shady spot in the area. There is no vegetation or high banks for the fish. Mr. Lenz then explained the possibility of using gabion weirs while illustrating his explanation on the blackboard. This method would not be cheap, but it is one possible answer to the problem.

Commissioner Starrett inquired if there were any questions.

Mr. Phelps did not agree with using the weirs, as they do not control the velocity of the water during flood stage.

After some discussion, Carlos indicated he needed concession from the Fish and Wildlife that this is a good project and not adding to or hindering errosion. Also, he required the Board of Commissioners authority to proceed with the project.

Commissioner Starrett questioned if there was further testimony, adding he believed Carlos is proceeding in the right direction.

Mr. Lenz explained that frequently the State Highway receives an "adverse affect comment" from the Fish and Wildlife Department on A-95 projects. This reply is to assist the involved parties in going about the project in the right way and searching all available alternatives.

Commissioner Robertson then motioned to instruct Carlos to proceed along the lines he is going in order to complete the project. Commissioner Raymond seconded the motion and questioned the total amount of the project.

Carlos replied an estimate for the entire project is $238,000; the State Highway has allocated $250,000. Due to the proposal regarding the gabion weirs, there might have to be another estimate taken.

All in favor, none opposed; motion carried.

Approval of Pickup Bids

Carlos stated bids on three pickups have been received (two 3/4 ton pickups and one 1/2 ton). The bids indicate Eastern Oregon Motors is low on two, and Chuck Gamble low on one. All bids meet specifications and Carlos recommended the low bids to each company be awarded.

Commissioner Robertson stated he would like to award all bids to Eastern Oregon Motors in order to standardize equipment. He figures a difference between the two bids as only $25.15 higher.

Form 8-734-3030

# OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

P.O. Box 459
Pendleton, Oregon 97801

FILE:

August 15, 1978

FROM: J.H. Ricker
Ass't. Res. Engr.

SUBJECT: Birch Cr. (Sparks) Bridge.
SOS-R Project
Umatilla County

TO: R.C. Lang
Reg. Federal Aid Specialist

In response to your request of August 10, 1978, a meeting between the Wildlife Commission, County and State was held at the Sparks Bridge site on Monday, May 8, 1978. Mr. Carlos Van Elsberg and I pointed out the proposed location and channel change to the Wildlife Commission. This location was immediately objectionable to the Wildlife Commission.

I would like to point out that this proposed Bridge location was throughly considered from an engineering standpoint by not only Mr. W. C. Ferguson but other engineers as well. This location holds the total central angle to a minimum, and places the proposed Bridge over Birch Creek on tangent of the Creek in place of the very sharp bend in the creek as it is now, and provides site distance at the R. R. Crossing.

The alternatives discussed were placing a proposed bridge in the same location as the old one. Another was moving the proposed bridge down stream to near a fence line. The proposed bridge at the existing site does not improve the alignement and leaves the new bridge in a very sharp curve of Birch Creek.

The possibility of moving the proposed bridge down stream several hundred feet would run the costs of R/W and new road construction so high it would be prohibitive.

With due respect to all concerned, it is still our recommendation to follow the plans for a future Sparks Bridge as outlined by our location as submitted.

J.H. Ricker
Ass't. Res. Engr.

JHR:tm

Mr. Don Harwell
Oregon State Department of Transportation
Oregon State Highway Building
Salem, Oregon 97310

ROBERT W STRAUB
GOVERNOR

*Department of Transportation*

STATE HIGHWAY DIVISION

REGION 5 OFFICE

W. E. Schwartz
Region Engineer

P. O. Box 850 La Grande, Oregon 97850 Telephone 963-3177

November 21, 1978

Mr. Carlos Van Elsberg
Director of Public Works
P. O. Box 1427
Pendleton, Oregon 97801

Dear Carlos:

Re: Preliminary Plans, Birch Creek (Sparks) Br. Sec., Coombs Canyon Rd.

Due to the unique situation between Umatilla County and the Department of Fish and Wildlife concerning the above project, it is felt the County should apply for the Division of State Lands Permit. Enclosed are two sets of plans for your use in making application for the permit.

I talked with Jim Lauman early this afternoon about the project and he is of the opinion they have received nothing to indicate the County has examined or addressed their comments of August 28, 1978 on the A-95 Review.

I advised Mr. Lauman the Board of Commissioners held a hearing at it's regular session on September 20, 1978 at which time they directed us to continue developing the plans.

By copy of this letter I am forwarding to Mr. Lauman copies of correspondence from August 14 to September 28, 1978 so they may be aware of what has transpired. I suggest you obtain a copy of the Commission Minutes and forward them to Mr. Lauman.

Sincerely,

Roger C. Lang
Region Federal Aid Specialist

RCL/vt
Enc.
cc: Jim Lauman
Gerald Wimer
D. O. Christensen
W. C. Ferguson

Form 81-734 3123

FORM 81-734-3030

# OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE
La Grande, Oregon 97850
November 21, 1978

FILE:

FROM: W. L. Barnett
Right of Way Agent

TO: MEMO TO FILE.....

SUBJECT: AGREEMENT NO. 94 (R/W)
(McDaniel)
Birch Creek (Sparks) Br. Sec
Canyon Road
Umatilla County

In appraising the above referenced file, the owners (Mr. and Mrs. McDaniel) indicated that the Game Division Representative from Portland assured them that the County would not be allowed to construct the project as planned. They said they were told the State (Fish and Wildlife Division) would not allow the County to change the Birch Creek channel. They were apparently left with the impression that "they should not worry" about it and they should not negotiate any agreement with the County. They said they understood that if they didn't sign anything and the Fish and Wildlife Division maintained their opposition, the project would never get off the ground.

I assured Mr. and Mrs. McDaniel that they could negotiate an agreement with the County, and if they were concerned about the Game Division's position they could make an agreement contingent upon State approval of the project.

W. L. BARNETT
Right of Way Agent

WLB/crp

cc: Roger Lang
Carlos VanElsberg
Harold G. Brainerd

Cy J. B. Boyd
Hal Versteeg
Gerard Wisner
Region

For your information. I'm not sure what we can do about this but it sure doesn't help when Fish and Wildlife attempt to gain support for their views by this method.

Form 81-734-1191 (Rev. 5/77)

**OREGON STATE HIGHWAY DIVISION**

# REQUEST FOR OUTSIDE BILLING

(OR ADVICE OF CASH TRANSACTION)

| DATE | BILLING REQ. NO. | YOUR ORDER NO. |
|---|---|---|
| 11-6-78 | cc 1914 | |

CREDIT DISTRIBUTION

PE 230-1946

R/W 230-2513

**BILL TO:** Code:

Umatilla County
Board of Commissioners
Courthouse
Pendleton, OR 97801
Attn: Carlos Van Elsberg, Dir. of Pub. Wks.

| DESCRIPTION: (Describe the service rendered, location, etc. Refer to agreements, letters and orders by which payer authorized the service.) | QUANTITY | UNIT PRICE | TOTAL PRICE |
|---|---|---|---|
| Partial transfer of the advance deposit for the PE and R/W for the Birch Creek (Sparks) Bridge Sec., SOS-3000 (1)&(2) | | | |

AD 351
AD 513

| | |
|---|---|
| Advance Deposit Amount | $ 910.00<br>500.00 |
| Advance Deposit Previously Transferred to Highway Fund | $ ----- |
| Balance | $ 1,410.00 |
| Transfer to Highway Fund | $ 1,010.00 |
| Refund Due | $ |
| Partial or final request for billing | |
| Number of the previous request in connection with this service. | |

Amount Due $

Submitted by:

Harold Reynoldson
Harold Reynoldson

Approved:

G. W. Wimer

SP*35736

ROBERT W. STRAUB
GOVERNOR

*Department of Transportation*
STATE HIGHWAY DIVISION
REGION 5 OFFICE

W. E. Schwartz
Region Engineer

P. O. Box 850 La Grande, Oregon 97850 Telephone 963-3177

October 27, 1978

Mr. Carlos Van Elsberg
Director of Public Works
P. O. Box 1427
Pendleton, Oregon 97801

Dear Carlos:

Re: Birch Creek (Sparks) Br. Sec., Coombs Canyon Road

I have been advised by Bill Cole that the estimated cost for the project now stands at $247,900.

This estimate is based on obtaining 11,400 C. Y. of borrow material for embankment at "No Royalty" anticipating you would be able to get permission from the Railroad to remove material from their R/W to improve sight distance.

It is apparent the total job cost will be over the $250,000 project limit and would involve 100% monies from the County. I do not have a full statement, but from information I have the following are the apparent costs:

| | |
|---|---|
| Preliminary Engineering | $ 6,500* |
| Preliminary Engineering R/W | 3,500 |
| Preliminary Cost Est. | 247,900 |
| TOTAL Est. Cost | 257,900 |

Also, in order to stay away from PUC requirements, we have stopped the project at the East R/W line of the RR and the required grading from there to the crossing will be the County's responsibility.

*PE may increase because of hydraulic studies. By copy of this letter I am asking for a copy of all PE costs to date.

Thru Sept $7,500 1
Told Region 2

M

Form 81-734 3123

Please let me know as soon as possible about the possibility of obtaining borrow material from the RR right of way.

Sincerely,

Roger C. Lang
Region Federal Aid Specialist

RCL/vt
cc: Gerald Wimer
Bill Cole
W. C. Ferguson

FORM 81-734-3030

# OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

La Grande, Oregon

October 18, 1978

Umatilla

FILE:

FROM: R. C. Lang
Region Federal Aid Specialist

TO: Memo to Files

SUBJECT: Birch Creek (Sparks) Br. Sec.
Coombs Canyon Road
Project No. OS-3000(1)
Umatilla County

On October 16, 1978 Bill Cole contacted me concerning the problems of extending the project westerly of the UPRR tracks. I contacted Carlos Van Elsberg concerning this matter and it was agreed the project should be stopped easterly of the RR tracks because of PUC requirements.

During the discussion it was discovered W. C. Ferguson had called for a detour to be constructed in order to maintain traffic during construction. This is contrary to the application and Carlos confirmed the route will be closed during construction.

The original project application stated the approach fills for the reconstructed bridge and guard rail would be constructed by the County. On March 21, 1978, the Board of Commissioners requested inclusion of right of way and roadway work to be included under the contract. It was their intent to have all the project under contract by that statement. This request was forwarded to Gerald Wimer on April 3, 1978.

It is apparent the project costs are rapidly approaching the $250,000 limit since special attention is necessary in order to control stream flows. It is requested the project cost estimate be forwarded as soon as possible so the Board of Commissioners can evaluate the total project and take any action necessary to proceed with the project.

Versteeg
Christensen
George
Olson
Terpin
Sullivan
Scott
Anderson
Trout

RECEIVED
OCT 19 1978
ENGINEERING SECTION

Do Not File
Return To
Bring Up
Action

RCL/vt
cc: Carlos Van Elsberg
Gerald Wimer
Duane Christensen
Bill Cole
W. C. Ferguson

Enc.

Christensen

FORM 81-734-3030

# OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE:

La Grande, Oregon
April 3, 1978

FROM: Roger C. Lang
Region Federal Aid Specialist

SUBJECT: Birch Creek (Sparks) Bridge
SOS-R Project, No. OS-3000(1)
Umatilla County

TO: Gerald Wimer
Local Government Section Manager

S A L E M

Attached is a copy of a letter from Umatilla County Board of Commissioners requesting modification of their project application dated September 7, 1976 and approved by the Transportation Commission July 19, 1977.

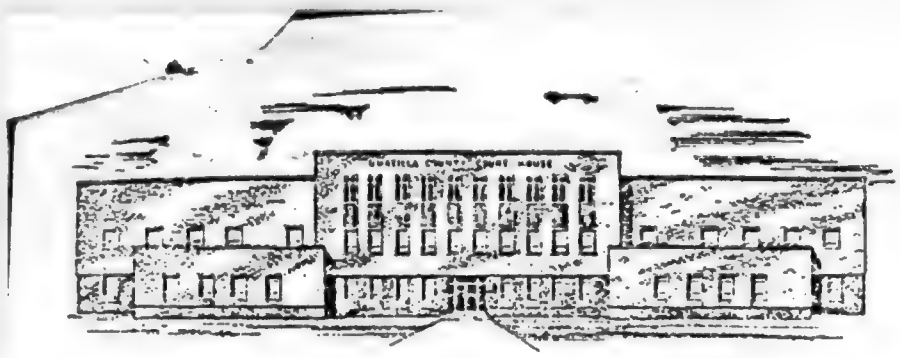
As the Board has indicated, the project has expanded to a point to where the County requires funding assistance in obtaining right of way and constructing the realigned roadway. The County is presently reassessing the project as the proposed design is not adequately described in the approved assessment.

By copy of this letter, I am asking Harold Brainerd, Right of Way Supervisor, to establish estimated right of way costs and W. C. Ferguson to expand his estimate of costs to include all roadway work.

At the appropriate time, please take the necessary steps to comply with the Board's request.

RCL/dlm
Attachment

cc: Board of Commissioners
Carlos Van Elsberg
Harold Brainerd, w/ map and deeds
W. C. Ferguson, Location data
Region V Right of Way
Lang
Ted Thompson
Len Wallace 4-6-78




UMATILLA COUNTY

BOARD OF COMMISSIONERS

F. K. "Woody" Starrett
Barbara Lynch
Raymond Bevans

P.O. Box 1427
Ph: 503 276-7111

216 Southeast 4th
Pendleton, Oregon 97801

J. Dean Fouquette, Administrative Assistant


March 21, 1978

RE ☐ RCE ☐ RME ☐ RCE ☐
RFA ☐ MAR 30 1978

RECEIVED
REGION 5 OFFICE

Oregon Department of Transportation
Oregon State Highway Division
P. O. Box 850
La Grande, Oregon 97850

Re: Sparks Bridge - Off System Project #0S - 3000 (1)

Gentlemen:

As a consequence of numerous changes since Umatilla County's original request for the replacement of it's Sparks Bridge as an Off System Project, we wish to ammend our original request. There are two (2) items we wish to request:

1. The original request anticipated no additional right-of-way; however, changing the alignment and relocation of the structure has necessitated that we request that purchase of necessary right-of-way be allowed from funds reserved for this project.

2. The project as now designed will require a considerably higher volume of material for the approaches than originally anticipated, and we would also like to request that this be allowed from funds reserved for this project.

Please consider the above request and advise this office of your decision.

Yours truly,

UMATILLA COUNTY
BOARD OF COMMISSIONERS

F. K. STARRETT, CHAIRMAN

BARBARA LYNCH

FORD ROBERTSON

bb

cy Brainard
Region 2 R/W
Duane Christensen

Umatilla

FORM 81-734-3030

# OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

La Grande, Oregon

September 26, 1978

FILE:

FROM: R. C. Lang
Region Federal Aid Specialist

TO: Gerald Wimer
Manager Local Government Section

S A L E M

SUBJECT: Birch Cr. (Sparks) Br. Sec.
Coombs Canyon Rd.
Project No. 3000(1)
Umatilla County

Enclosed are copies of correspondence from Carlos Van Elsberg requesting we develop final plans for the Birch Cr. (Sparks) Br. Sec. based on the alignment and channel change proposed by W. C. Ferguson. The Umatilla County Board of Commissioners feel the safety features of the proposed alignment are more important than retaining the existing stream configuration.

It is apparent the cost of incorporating devices to control the stream now will drive up the total project cost considerably. Any amount above $250,000 will result in 100% participation by the County which may cause some budget problems for the Road Department. Possibly the County may have to construct some phase of the project in order to hold down expenditures.

Also, the County is requesting our R/W Section to proceed with the process of obtaining the required right of way.

By copy of this letter I am asking the Engineering and Right of Way Sections to proceed with the phases of the project.

RCL/vmt
Enc.
cc: Carlos Van Elsberg
Hal Versteeg
J. B. Boyd
Harold Brainerd
W. C. Ferguson
Region V R/W

1 Versteeg
2 Christensen
George
Olson
Turpin
Sullivan
3 Scott
Savage

RECEIVED
SEP 27 1978
ENGINEERING SECTION

Trout
Do Not File
Return To
Bring Up
Action

RCE RME RDE
SEP 25 1978
RECEIVED
REGION 5 OFFICE

# County to Proceed With Sparks Bridge Replacement

Sept 21, 1978

By VIRGIL RUPP
Of the East Oregonian

PENDLETON — The Umatilla County Board of Commissioners told the road department Wednesday to proceed with a plan to replace the Sparks bridge over Birch Creek between Pendleton and Pilot Rock.

Realignment of the county road and rechanneling of part of Birch Creek are included in the job, said Carlos Van Elsberg, county public works director.

The bridge question came before the commissioners because of questions raised by the Department of Fish and Wildlife. The department said rechanneling of Birch Creek would result in a loss of stream capacity and increase the potential for erosion.

The project envisions taking out a horseshoe bend in the creek.

Biologist Jim Phelps, Pendleton, said this removes four sharp bends which had had the effect of reducing the velocity of the water in the stream. He said this means the stream can use that energy somewhere downstream and cause erosion. The horseshoe bend is protected by riprap installed by the Soil Conservation Service.

Department of Transportation hydrologist Dick Lenz said rock-filled structures can be placed in the new stream bed to achieve the same effect.

The board decided that loss of a couple of hundrd yards of stream bed — dry much of the summer — is not enough to stop the project.

Van Elsberg said the new bridge and realignment will upgrade safety of the crossing, which gets heavy use from farm trucks.

In other business Wednesday the board made these decisions:

— Appointed Nancy Pratt, Milton-Freewater, to the county planning commission to succeed Herb March, Couse Creek, who had turned down re-appointment.

Another vacancy still must be filled. The term of William Harstad, Milton-Freewater, expires Oct. 1 and he has declined to serve again.

Planning commission members are not paid.

"I think we should pay them mileage," for traveling to the frequent planning meetings, said commissioner, Ford Robertson. No action was taken on his suggestion.

— Tabled any fair board appointment for lack of nominees. Arlen Buroker, Milton-Freewater, has resigned from the fair board.

— Approvd a supplement budget of $20,000. The money is to be used to refund excess property taxes paid by Amfac Inc. and Kerns Co. The business properties' valuation has been reduced by the State Department of Revenue, which appraises all industrial property.

## Calendar

### THURSDAY

5:30 p.m. — AAUW progressive salad dinner and meeting. Program on Women As Agents of Change. For information call Lee Phillips or Annette Peterson, Pendleton.

8 p.m. — Pauline Rebekah Lodge, Pendleton Odd Fellows hall.

### FRIDAY

6:30 p.m. — Cold Spring Grange potluck dinner at the hall. Program on hearing loss at 7:30 p.m. Meeting following.

### SATURDAY

10-12 a.m. — Session on genealogy, Pendleton library. Speaker: Richard Hodson Shepherd, of Salt Lake City, Utah.

2 p.m., Morrow Hall, Blue Mountain Community College. RARE II study group to view film on wilderness areas and to discuss allocation of roadless areas in the national forests.

GROVE DRIVE-IN

MGM
Starts Friday, Sept. 22 thru Thursday, Oct. 5

# UMATILLA COUNTY

ROAD OFFICE

PENDLETON, OREGON

September 22, 1978

RECEIVED
REGION 5 OFFICE

Oregon State Highway Division
P. O. Box 850
La Grande, Oregon 97850

Attention: Mr. Roger Lang

Re: Sparks Bridge

Dear Roger:

As a result of the discussion concerning Umatilla County's Sparks Bridge Project at the Board of Commissioners meeting on September 20, 1978, and the reaffirming of the County's position that the relocating of the channel and bridge in this project are in the best interest of the traveling public, I would like to request the following:

1. Continue the planning of the project including any new estimating in connection with the channel change in order to bring it to bid. I feel this should be accomplished with all due dispatch since the costs of this project are escalading with every delay.

2. Proceed immediately with the right-of-way appraisal so that the County may be able to negotiate with the property owners as soon as possible

It is my hope, as we proceed with the above, that the differences we have with the Fish and Wildlife Department can be worked out without too much delay.

Please feel free to contact me if I can be of any assistance to you in accomplishing the above.

Yours truly,

UMATILLA COUNTY ROAD DEPARTMENT

Carlos Van Elsberg

Carlos Van Elsberg
Director of Public Works

CVE/bb

CC: Umatilla County Board of Commissioners

# UMATILLA COUNTY

ROAD OFFICE

PENDLETON, OREGON

September 22, 1978

RE RCE

SEP 25 19

RECEIVED
REGION 5 OFFICE

Oregon State Highway Division
Highway Building
Salem, Oregon 97310

Attention: Mr. Richard Lentz, Hydrology Section

Re: Sparks Bridge Replacement

Dear Dick:

It was my understanding that after the Board of Commissioners meeting on Wednesday you would immediately contact Jim Lauman of the Department of Fish & Wildlife and inform him of Umatilla County's reaffirmation of the above project as it is designed and their wish to proceed with it as rapidly as possible.

It is my hope that Mr. Lauman will not attempt to drag his feet in this matter, which can only result in further delay. However, should that appear to be the case do not hesitate to contact me immediately and I will request that the Board of Commissioners take whatever further steps are necessary to bring this problem to a conclusion.

Please feel free to contact me at anytime, and I would ask that you keep me informed of your progress.

Thanking you in advance, I remain.

Yours truly,

UMATILLA COUNTY ROAD DEPARTMENT

Carlos Van Elsberg

Carlos Van Elsberg
Director of Public Works

CVE/bb

CC: Umatilla County Board of Commissioners
Mr. Roger Lang

FORM 61-734-3030

# OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Salem, Oregon

October 10, 1978

FILE:

FROM: Richard L. Lenz
Hydraulics Engineer

TO: F I L E

SUBJECT: ADDENDUM
Birch Creek (Sparks) Bridge
Canyon Road
Umatilla County

At a meeting with Umatilla County Commissioners on the morning of September 20, 1978, which was attended by Jim Phelps from Fish and Wildlife Department, representatives of the Oregon State Highway Division, Carlos Van Elsberg from Umatilla County, and myself, testimony was given on the various alternates to the proposed alignment which were considered. Mr. Phelps presented the objections from the Fish and Wildlife Department which were: (1) loss of approximately 400(+) feet of stream channel and its attendant environment and (2) steeper gradient through the channel change, creating higher velocities with increased scour possibilities. The commissioners decided to go with the proposed alignment and channel change. I was to design a plan which would mitigate the increased velocities and prevent future scouring action as well as provide for fish passage necessary for the spawning run of anadromous fish.

A series of weirs composed of gabions was first examined but found to be unacceptable. Following is the proposed design which should answer the hydraulic problems associated with the channel change. A series of three low rock check dams are to be installed across the channel and keyed into the creek banks at the following locations: (1) the upper end of the channel change to prevent headcutting action of the natural streambed upstream, (2) 25 to 30 feet upstream from the upstream edge of the bridge to control headcutting due to the scouting action which will probably occur beneath the structure, and (3) at about Channel Change Station 11+25 for additional control. At Channel Change Station 12+50, a gabion weir three feet high with a 3- to 6-foot-wide low water opening and an apron of gabions immediately downstream 12 feet in length and across the width of the streambed shall be installed. Below the gabion apron the channel bottom and sides shall be lined with Class 700 riprap for a distance of 25 feet.

The gabion weir will cause a rise in the water surface of 4 to 5 feet, creating a pool effect which will extend upstream to the upper end of the channel change. Whereas the new streambed gradient during low flow will be about 1.2 percent as compared to the natural streambed gradient of 0.64 percent, the gradient of the water surface during design flow will be reduced to about 0.5 percent. The remainder of the fall to be accounted for will occur at the gabion weir where it will be seen as a small cascade. The scouring potential at that point will be dissipated on the gabion

apron and riprap blanket downstream from the gabion weir. The design will incorporate a 2-foot-deep pool over the gabion apron which will also act as an effective dissipator for the energy of the cascading water.

At each of the rock check dams, the streambed will have a 1-foot drop in elevation so that the low water movement over the dams will create a small pool of water at the foot of each dam. This will promote better conditions for the upstream passage of the migrating fish. In addition, each rock check dam will also protrude approximately one foot above the streambed to form somewhat of a pool effect immediately upstream from each dam. By keeping the channel slopes to at least a 2:1 and in a natural condition, revegetation should occur more easily. The original report called for lining the banks and streambed with a 3-foot blanket of Class 700 riprap. This will now be deleted from the project; however, the roadbed fill slopes at the bridge ends should still be protected with the Class 700 riprap and filter blanket material as originally suggested.

RLL:jp

cc F.E. Terpin
C.O. Christensen
W.E. Schwartz
D.N. Harwell
Carlos Van Elsberg, Umatilla County

SEPTEMBER 1978 PAGE 552

PREFIX FUNCTION CR CURRENT MONTH FISCAL YEAR TO DATE GRAND TOTAL TO DATE

| | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| 231 | 1935 | 901 | CO | P | 1 | | 2.62 | |
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| 231 | 1935 | 918 | CO | P | 1 | 13 75 | | 0C0 91 |
| 231 | 1935 | 920 | CO | P | 1 | 47 85 | | 047 15 |
| 231 | 1935 | 921 | CO | P | 1 | 186 87 | 281 93 | 742 33 |
| 231 | 1935 | 922 | CO | P | 1 | | 3 11 | 3 11 |
| 231 | 1935 | 923 | CO | P | 1 | | 529 68 | 1 041 03 |
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| 231 | 1937 | 901 | CO | P | 1 | 5 56 | 21 23 | 3,823 83 |
| 231 | 1937 | 901 | CO | N | 1 | | | 9 35 |
| 231 | 1937 | 905 | CO | P | 1 | 75 13 | 417 27 | 769 63 |
| 231 | 1937 | 905 | CO | P | 1 | 63 48 | 223 92 | 223 92 |

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|---|---|---|---|---|---|---|---|---|
| 230 | 1946 | 926 | CO | P | 1 | | | |
| 230 | 1946 | 918 | CO | P | 1 | 253 74 | 253 74 | |
| 230 | 1946 | 914 | CO | P | 1 | | 852 54 | |
| 230 | 1946 | 905 | CO | P | 1 | | | |
| 230 | 1946 | 901 | CO | P | 1 | | 557 85 | |
| 230 | 1946 | 293 | CO | N | 9 | | | |
| 230 | 1946 | 297 | CO | N | 9 | | | |
| 230 | 1946 | 296 | CO | N | 9 | 160 34 | 160 34CR | |
| 231 | 1935 | 297 | CO | N | 9 | | | |
| 231 | 1935 | 298 | CO | N | 9 | | | |

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| | | | | | | | | 1,105

September 27, 1978

Umatilla County
Board of Commissioners
Courthouse
Pendleton, Oregon 97801

Attn: Mr. Carlos Van Elsberg
Director of Public Works

Gentlemen:

We have submitted a program to the Federal Highway Administration for approval of the preliminary engineering phase of the R/W for the Birch Creek (Sparks) Br. Section SOS-3000(2).

Financial sharing of the preliminary engineering is:

| | |
|---|---|
| Total P.E. | $3,500.00 |
| Federal Funds | 3,000.00 |
| Balance | $ 500.00 |

Local Share: $500

Rec'd 10/20/78 Called Region

Please make your check in the amount of $500.00 payable to the Oregon State Highway Division and send it to Highway Accounting, Room 434, Transportation Building, Salem, Oregon 97310.

Very truly yours,

G. W. Wimer
Local Government Manager

HR:dmc

bc w/AD#513: Vern Skoog - Please return completed AD#513 when check is received.
Region 5 Federal Aid Engineer Roger Lang

nig U.S. DEPARTMENT OF TRANSPORTATION — FEDERAL HIGHWAY ADMINISTRATION

# LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO.
SC '000(2)

STATE PROJECT NO.
See below

COUNTY NAME
Umatilla

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

PROGRAM NO.

ITEM NO.
80404

FROM:
G. L. Green
Division Administrator
Salem, Oregon

TO:

Mr. F. B. Klaboe
Asst Director for Operations
State of Oregon, DOT
Salem, Oregon

Copies to
J. Boyd
H. Lavell
N. Reynolds

| DATE PS & E APPROVED | DATE AUTHORIZATION EFFECTIVE | FEDERAL ROUTE NUMBER | STATE ROUTE NUMBER |
|---|---|---|---|
| 9-22-78 | 9-22-78 | Non-Federal-aid | County Road |

GENERAL LOCATION:
BIRCH CREEK (SPARKS) BRIDGE SECTION

GENERAL DESCRIPTION OF WORK:
Right of Way, Grade, Pave, and Structure

HO513

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

TEC NTE $3,500; FF $3,000

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY

☐ PRLIMINARY ENGINEERING FOR SURVEY AND PLAN PREPARATION

☒ OTHER (Specify) See below

☒ ACQUISITION OF RIGHT-OF-WAY

☐ CONSTRUCTION - ADVERTISE FOR RECEIPT OF BIDS

☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS As requested in Mr. Swan's 9-7-78 letter, you are authorized to proceed with the actual acquisition of right of way. Federal participation is limited to that right of way actually incorporated in the final location.

As requested in Mr. Swan's 9-7-78 letter also, you are authorized to proceed with actions necessary to advance the physical construction provided for by the above project at a total estimated cost of $234,500, Federal funds $201,000, in accordance with the provision of your approved Secondary Road Plan. If you subsequently find that exceptions to the procedure will be needed or that your proposed design standards for this project are lower than the minimum design standards as approved May 13, 1970, this office should be notified of such proposed exceptions and reasons thereof.

| DATE | SIGNATURE OF APPROVING OFFICIAL | TITLE |
|---|---|---|
| 9-22-78 | G. K. Hansen | for Division Administrator |

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE 1976—626-787

ROBERT W. STRAUB
GOVERNOR

# Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

September 7, 1978

TO: G. L. Green, Division Administrator
Federal Highway Administration

FROM: D. E. Swan
Federal Aid Manager

SUBJECT: Project Data Submission
Item No. 80404
Project No. SOS-3000 (2)
Birch Creek (Sparks) Bridge Section
Umatilla County

Enclosed is data for the subject project.

This project has been originated by local officials and concurred in by the Oregon Transportation Commission and the State Highway Division.

We request the following:

1) Authorization to proceed with the actual acquisition of right-of-way all phases at one estimated total cost of $3,500 with an obligation of $3,000 in federal funds. No relocation assistance is involved.

2) Authorization for construction at an estimated total cost of $234,500 with an obligation of $201,000 in federal funds.

State and District Clearinghouse A-95 review approval letters have been previously forwarded.

CL:pf
Attachments

cc: W. Schwartz (Region 5)
G. Zehner

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO W.O.

FORM PR-1 (REV. 4-61)

9-7-78

**FEDERAL-AID PR** (PPM 21

| | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| CARD 2 | REPORT NUMBER (18)(20) | PROJECT LOCATION (45 typewriter spaces) 21 Co. Rd., approx. 5 mi. S. of Pendleton 65 | ADT | PRESENT DHV 20 200 | FUTURE N/A (66)(70) | YEAR 98 (71) | | | | | | |
| CARD 3 | CHARACTER OF PROPOSED WORK (35 typewriter spaces) 28 R/W Acquisition, Gr, P, Str. 62 | NATL. FOREST (63)(65) | FH ROUTE NO. (66)(68) | SUPV AGCY (69) | DA CLASSIF. (70) | DA AREA (71) | EMERG. YR. (72)(73) | PL. AUTH (74) | | | | |
| CARD 4 | CLASS OF FEDERAL FUNDS Safer Off System Roads | | | | | | COUNTY NAME Umatil | | | | | |
| | NAME OF URBAN AREA 17-31 - - - - | | | | | | ROUTE NO. N | FEDERAL-AID Non | | | | |

| CARD 5 | LINE NO. | CHANGE CODE | PROJECT CODE | WORK CLASS | WORK TYPE | STEP | TERMINI (Full description) | MILES | ESTIMATED PROJECT COST: TOTAL ESTIMATED COST | ESTIMATED PROJECT COST: FEDERAL FUNDS |
|---|---|---|---|---|---|---|---|---|---|---|
| 1 | (14-15) | (16) | 41 | 42 | 43 46 | 53 | | (54)(58) | (59)(66) | (67)(76 |
| 5 | | | | | PE | | | | | |
| 5 | | | | | ROW | | "Birch Creek (Sparks) Bridge Section | 0.34 | 3,500 | 3,000 |
| 5 | | | | | CONST (CODE) | | | 0.34 | 234,500 | 201,000 |
| | | | | | | | PROJECT TOTALS | 0.34 | 238,000 | 204,000 |

(16) (23)(24) (3

| CARD 1 | CODE 1 | PREPARED BY CL |
|---|---|---|
| 1 | 14 | PROGRAM APPROVAL DATES March 8, 1978 |

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

# FEDERAL-AID PROGRAM DATA

*(PPM 21-1)*

78

| leton (65) | ADT | PRESENT | FUTURE | YEAR | REGION | STATE NAME | STATE CODE | APPN CODE | ITEM NO. |
|---|---|---|---|---|---|---|---|---|---|
| | | DHV 20<br>200 | N/A (66) (70) | 98 (71) (72) | 10 | Oregon | 41 (2) (3) | 680 (4) (9) | 80404 (14) (18) |

| TE (68) | SUPV AGCY (69) | DA CLASSIF. (70) | DA AREA (71) | EMERG. YR. (72) (73) | PL. AUTH YR (74) (75) | PROJECT NUMBER PREFIX LETTER(S) (14) | NUMBER (23) | SEQ. NO. (7) (13) | I. Projects Only POST MI. (24) (26) | DESIG. (27) |
|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | | SOS- | 3000 (2) | | | |

COUNTY NAME: Umatilla — CODE: 059 (14) (16)

PROGRAM STAGE: [ ] 1 OR [ ] 2

ROUTE NO. N — FEDERAL-AID: Non (32) — STATE: Co. Rd. (36) — U.S. (37): - - - (41)

| ks) | MILES (54) (58) | ESTIMATED PROJECT COST BY PHASES: TOTAL ESTIMATED COST (59) (66) | FEDERAL FUNDS (67) (76) | STATE FUNDS | OTHER FUNDS | CHARACTER OF PROPOSED WORK *(Full description)* |
|---|---|---|---|---|---|---|
| | 0.34 | 3,500 | 3,000 | - - | 500 (Co.) | |
| | 0.34 | 234,500 | 201,000 | - - | 33,500 (Co.) | Row - 40' min.; Access Control-none; Parking Restrictions-None. |
| ECT ALS | 0.34 | 238,000 | 204,000 | - - | 34,000 (Co.) | |
| | | (16) (23) | (24) (33) | | | |

REMARKS

Additional Data: See Item No. 80060; Project No. OS-3000(1).

-OVER-

USCOMM DUSCOMM-DC 46905-P61

BIRCH CREEK (SPARKS) BRIDGE SECTION
PROJECT NO. SOS-3000(2)

Note:

1) Th
2) No

Project Data:

Work under this project consists of the following:

1) Acquisition of right-of-way all phases.
2) Construct prestressed concrete bridge (Str. # 10563A) 53 feet in length with a 28 foot roadway on revised alignment.
3) Construct approach roadways which work consists of grade, drain, high type pave and incidental work common to this type of project.

FHPM 4-1-4 Requirements:

State Clearinghouse and District 12 Clearinghouse A-95 review letters of approval dated August 28, 1978 and August 1, 1978 respectively.

FHPM 7-7-2 Requirements:

Nonmajor action project concurred in by FHWA on October 26, 1977 and June 19, 1978.

FHPM 7-7-5 Requirements:

a) Public Hearings -- Not required under Oregon Action Plan.
b) Location/Design -- Not a factor in the development of this project.

Data for PR 37:

Type Code X081 ---------- $100,000.00
Type Code 6201 ---------- $134,500.00

Note:

1) This project is in Congressional District No. 2.
2) No relocation assistance involved.

3A) 53
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# UMATILLA COUNTY

ROAD OFFICE

PENDLETON, OREGON

September 5, 1978

FE RCE RME RCE

SEP 6 1978

RECEIVED
REGION 5 OFFICE

Oregon State Highway Division
P. O. Box 850
La Grande, Oregon 97850

Attention: Mr. Roger Lang

Re: Sparks Bridge Replacement

Dear Roger:

Enclosed are copies of correspondence concerning the Sparks Bridge Project. I would be grateful if you could arrange your schedule so that you might be able to attend the meeting referred to.

Please feel free to contact me should you have any questions or comments concerning the enclosed.

Yours truly,

UMATILLA COUNTY ROAD DEPARTMENT

Carlos Van Elsberg

Carlos Van Elsberg
Director of Public Works

CVE/bb

Enclosures

cy Hal Versteeg
W.J. Hart
Gerald Wimer

For your info.
-Roger

Note
I will attend.
Don H

# UMATILLA COUNTY

ROAD OFFICE

PENDLETON, OREGON

September 5, 1978

Oregon State Fish & Wildlife Department
Route 1, Box 18
Pendleton, Oregon 97801

Attention: Mr. Jim Phelps

Re: Sparks Bridge Replacement

Dear Jim:

The above project apparently has come to a standstill, and one of the major roadblocks is the Fish & Wildlife's objections. Therefore, I have scheduled this as a topic on the Board of Commissioners regularly scheduled meeting at 10:00 A.M. in Room 114 of the Umatilla County Courthouse on September 20, 1978.

I would like to invite you, as a respresentative of the Fish & Wildlife, to the above meeting to further explain your department's objections.

For your information, I have also invited representatives of the Oregon State Highway Division to the above meeting to aid the Board of Commissioners and myself in any necessary decisions.

Please contact me should you be unable to attend the meeting or should you have questions.

Yours truly,

UMATILLA COUNTY ROAD DEPARTMENT

Carlos Van Elsberg

Carlos Van Elsberg
Director of Public Works

CVE/bb

CC: Umatilla County Board of Commissioners
Mr. Roger Lang

# UMATILLA COUNTY

ROAD OFFICE

PENDLETON, OREGON

September 5, 1978

Oregon State Highway Division
P. O. Box 459
Pendleton, Oregon 97801

Attention: Mr. Bill Ferguson

Re: Sparks Bridge Replacement

Dear Bill:

Because of their continuing objection to the above project, I have invited the Oregon State Fish & Wildlife Department to the Board of Commissioners meeting on September 20, 1978, to further explain these objections.

Anticipating questions concerning the present design and alternates investigated, I would like to request your attendance at the same meeting to aid me in explaining why we have chosen the centerline in question and why we feel any alternates are less desirable.

The meeting begins at 10:00 A.M. in Room 114 of the Umatilla County Courthouse.

Please contact me if you will be unable to make this meeting or if you should have questions I might help you with.

Yours truly,

UMATILLA COUNTY ROAD DEPARTMENT

Carlos Van Elsberg

Carlos Van Elsberg
Director of Public Works

CVE/bb

CC: Mr. Roger Lang

FORM 81-734-3030

# OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

La Grande, Oregon

August 31, 1978

FILE:

FROM: R. C. Lang
Region Federal Aid Specialist

TO: Memo to Files

SUBJECT: Birch Cr. (Sparks) Br. Sec.
Coombs Canyon Rd.
Project OS-3000(1)
Umatilla County

Carlos Van Elsberg has advised me that the Umatilla County Board of Commissioners intend to hold a public meeting with the Oregon Department of Fish and Wildlife in the very near future. The purpose of this meeting is to accurately determine what the Fish and Wildlife Commission is objecting to. In the County's opinion, the description attached to the Clearinghouse report (A-95) does not accurately explain the objections.

I have advised Carlos we would furnish any technical advice necessary to defend the alignment selection. Also, if requested, W. C. Ferguson and Dick Lenz, or some other designated representative, could appear in order to answer any questions that may arise concerning geometric and hydraulic features.

Carlos will advise us by letter when the meeting is to be held and who the County would like to have in attendance.

RCL/vmt
cc: Carlos Van Elsberg
D. E. Swan
Gerald Wimer
D. O. Christensen
W. C. Ferguson
Dick Lenz

# OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

## STATE CLEARINGHOUSE

Intergovernmental Relations Division
Room 306, State Library Building
Salem, Oregon 97310, Phone: 378-3732

## STATE A-95 REVIEW CONCLUSIONS

APPLICANT: OR DOT, HWY DIV

PROJECT TITLE: Birch Creek (Sparks Bridge)

DATE: August 28, 1978

RECEIVED
STATE HWY ENGR
AUG 30 '78
REFER TO
FOR
Info | Init | Rtg | Sig | Act | File

The state has reviewed your project and reached the following conclusions:

☐ No significant conflict with the plans, policies or programs of state government have been identified and your proposal is endorsed as presented.

☒ Relevant comments of state agencies are attached and should be considered in the final design of your proposal.

☒ Potential conflicts with the plans and programs of the state agency(s) ~~have been satisfactorily resolved. No significant issues remain.~~ EXIST

☐ Significant conflicts with the plans, policies or programs of state government have been identified and remain unresolved. The final proposal has been reviewed and the final comments and recommendations of the state are attached.

7-30-78
copies sent to:
G. L. Green
H. S. Coulter
F. E. Terpin
J. B. Boyd
J. H. Versteeg
Gary Potter
W. J. Hart
Region 5 Engineer:
W. E. Schwartz
District 12 Engineer:
H. W. Oswald
Aeronautics Division:
Paul Burket
B. L. Gifford

**NOTICE TO FEDERAL AGENCY**

The following is the officially assigned State Identifier Number:

This number should be used on all correspondence and particularly on SF 240 as required by OMB A-98.

BEN GIFFORD

A copy of this notification and attachments, if any, must accompany your application to the federal agency as required by OMB A-95. Comments of the appropriate local reviewing agencies must also be included.

PNRS #2

# OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

## STATE CLEARINGHOUSE

Intergovernmental Relations Division
Room 306, State Library Building
Salem, Oregon 97310, Phone: 378-3732

PNRS STATE REVIEW

Project #: 7806 2 1080 Due Date: _____

To Agency Addressed: If you intend to comment but cannot respond by the return date, please notify us immediately. If no response is received by the due date, it will be assumed that you have no comment and the file will be closed.

---

PROGRAM REVIEW AND COMMENT

To State Clearinghouse: We have reviewed the subject Notice and have reached the following conclusions on its relationship to our plans and programs:

RECEIVED
JUN 26 1978
DIVISION OF STATE LANDS

( ) It has no adverse effect.

( ) We have no comment.

( ) Effects, although measurable, would be acceptable.

( ) It has adverse effects.

( ) We are interested but require more information to evaluate the proposal.

( ) Please coordinate the implementation of the proposal with us.

( ) Additional comments for project improvement. (Attach if necessary)

- - - - - - - - - - -

If the project would require the removal, fill or alteration of 50 cubic yards or more of material within the banks of the waterway(s), we urge the applicant to apply for state fill or removal permits well in advance of construction deadlines to prevent unnecessary project delays. Specific information on the need for permits may be obtained from the Division of State Lands' office at 1445 State Street, Salem, OR 97310. Phone 378-3805.

Thank you for the opportunity to comment on this project.

Agency Lands By DR

# OREGON P[illegible]JECT NOTIFICATION A[illegible]D REVIEW SYSTEM

## STATE CLEARINGHOUSE

Intergovernmental Relations Division
Room 306, State Library Building
Salem, Oregon 97310, Phone: 378-3732

RECEIVED
JUL 21 1978
STATE PARKS

PNRS STATE REVIEW

Project #: 7806 2 1080 Due Date: JUL 21 1978

To Agency Addressed: If you intend to comment but cannot respond by the return date, please notify us immediately. If no response is received by the due date, it will be assumed that you have no comment and the file will be closed.

---

PROGRAM REVIEW AND COMMENT

To State Clearinghouse: We have reviewed the subject Notice and have reached the following conclusions on its relationship to our plans and programs:

( ) It has no adverse effect.

( ) We have no comment.

( ) Effects, although measurable, would be acceptable.

( ) It has adverse effects.

( ) We are interested but require more information to evaluate the proposal.

(X) Please coordinate the implementation of the proposal with us.

( ) Additional comments for project improvement. (Attach if necessary)

- - - - - - - - - -

REMARKS (Please type or print legibly)

Birch Creek (Sparks) Bridge Umatilla Co.

The Highway Environmental Section should coordinate the protection of cultural resources with this office. This should include documentation on the existing bridge.

Agency HISTORIC PRESERVATION OFFICE
STATE PARKS & RECREATION BRANCH
~~525 TRADE STREET SE~~ 1115 Commercial
SALEM, OREGON 97310

By David O Talbot

# OREGON P OJECT NOTIFICATION A D REVIEW SYSTEM

## STATE CLEARINGHOUSE

Intergovernmental Relations Division
Room 306, State Library Building
Salem, Oregon 97310, Phone: 378-3732

PNRS STATE REVIEW

JUL 21 1978

Project #: _____ Due Date: _____

To Agency Addressed: If you intend to comment but cannot respond by the return date, please notify us immediately. If no response is received by the due date, it will be assumed that you have no comment and the file will be closed.

---

PROGRAM REVIEW AND COMMENT

To State Clearinghouse: We have reviewed the subject Notice and have reached the following conclusions on its relationship to our plans and programs:

( ) It has no adverse effect.

( ) We have no comment.

( ) Effects, although measurable, would be acceptable.

(X) It has adverse effects.

( ) We are interested but require more information to evaluate the proposal.

( ) Please coordinate the implementation of the proposal with us.

( ) Additional comments for project improvement. (Attach if necessary)

- - - - - - - - - - -

REMARKS (Please type or print legibly)

Comments are attached.

Agency Fish & Wildlife By William E. Putney

ENVIRONMENTAL MANAGEMENT SECTION 7/20/78

The Oregon Department of Fish and Wildlife must oppose the Birch Creek (Sparks) bridge project in Umatilla County as it is now proposed. The plans call for a substantial rechannelization of Birch Creek which is an important spawning stream for summer steelhead and rainbow trout. When meeting with County and State Highway personnel on May 8, 1978, we requested that all potential alternatives be explored before the channel changes be considered. We are not aware that any effort has been given to resolving this conflict.

There appears to us to be several potential alignment alternatives that would minimize the erosion problem and not require the extensive channel modification. These options must be thoroughly explored before the project is implemented.

ROBERT W. STRAUB
GOVERNOR

# Oregon State Highway Division

REGION 5 OFFICE

W. E. Schwartz
Region Engineer

P. O. Box 850 La Grande, Oregon 97850 Telephone 963-3177

August 14, 1978

Mr. Carlos Van Elsberg
Director of Public Works
P. O. Box 1427
Pendleton, Oregon 97801

Dear Carlos:

Re: A-95 Clearinghouse Report, Birch Creek (Sparks) Bridge, Off System Project

Enclosed is a copy of the clearinghouse report submitted by the Fish and Wildlife Commission concerning the Birch Creek (Sparks) Br. Apparently they feel all potential alternatives have not been explored, which was requested by them on May 8, 1978, and are opposing the project on that basis.

As I have previously stated, this is Umatilla County's project and all decisions regarding the location of the bridge and alignment revisions rest with you.

The Highway Division stands ready to assist you with any studies, designs, etc. that may be necessary in order to resolve this matter. Please feel free to contact Bill Ferguson or myself if you have any questions.

Sincerely,

Roger C. Lang
Region Federal Aid Specialist

RCL/vmt
Enc.
cc: Umatilla Co. Board of Commissioners
Buzz Swan
Gerald Wimer
Bill Cole
W. C. Ferguson

PROJECT MANAGEMENT
CCE
FAE
PM FA

Form 81-734-3122

FORM 81-734-3030

**OREGON STATE HIGHWAY DIVISION** FILE:

INTER-OFFICE CORRESPONDENCE

La Grande, Oregon

August 10, 1978

FROM: R. C. Lang
Region Federal Aid Specialist

SUBJECT: Birch Cr. (Sparks) Br. Sec.
SOS-R Project
Umatilla County

TO: Memo to Files

Buzz Swan called this AM to advise the Fish and Wildlife Commission have filed their reply to State Clearinghouse A-95 Inquiry. They identify objection to the project on the grounds that all available alternatives have not been studied which they maintain was brought out at a May meeting between the County and Commission staff members.

Also, someone has put note on the review that Bill Cole will coordinate efforts between the County and Wildlife Commission. I advised Buzz Umatilla County would cooperate with the Wildlife Commission but they are ready to take them "head-on" over this project. Also, he should send me a copy of the objection as soon as possible.

By copy of this memo, I am asking Carlos Van Elsberg and Bill Ferguson to send me copies of any documentation of the meeting between the Wildlife Commission, County and State, last spring, so we may be up-to-date on all aspects of the project.

RCL/vmt
cc: Carlos Van Elsberg
Buzz Swan
Gerald Wimer
Bill Ferguson
Bill Cole

Note — Loc schedule soon but may be later

PROJECT MANAGEMENT
PME ☐ CCE ☐ OM ☐
LGE ☑ FAE ☐ OPE ☐
AUG 14 1978
File: PM FA

Department of Transportation
TRANSPORTATION BUILDING, SALEM, OREGON 97310

July 31, 1978

NOTED
E. S. HUNTER

Commander
13th Coast Guard District
(dis) (a)Navigation Branch
Federal Building
915 Second Avenue
Seattle, WA 98174

Birch Creek (Sparks) Bridge
over Birch Creek
Bridge 10552A
Sparks Road, Co. Rd. 2010
[illegible]

Your letter of July 10, 1978 [illegible] possibility of Birch Creek in Deschutes County [illegible] Sparks) bridge and the [illegible] "minor navigation." [illegible] [illegible] Birch showing the [illegible]

[illegible]

[illegible]

[

STATE OF OREGON

INTEROFFICE MEMO

TO: Mr. W. E. Schwartz
Region 5 Engineer

DATE: July 21, 1978

SUBJECT:

Birch Cr. (Sparks) Bridge
Sparks Sta.-Coombs Canyon Sec.
Canyon Road OS-3000(1)
Umatilla County
Bridge 10563A

FROM: T. G. Thompson
Supervising Structural
Design Engineer

Enclosed are two reduced prints of drawings 33793 through 33796, which are the advance detail drawings for the subject structure. The estimated cost, including an allowance for engineering and contingencies, is $96,000.

It is planned to call for bids on this section on November 16, 1978.

These prints are sent to you for a field review. Please return one set with your comments and/or corrections noted thereon by August 28.

MEZ:dh

Enclosure

cc Carlos Van Elsberg, Umatilla Co. /w/ 2 sets
H. A. Schell /w/ 2 sets
Specifications /w/ 1 (unchecked estimate and designer's notes to follow)
Construction /w/ 1 set
Utilities Unit /w/ 1 set
County-City Unit
D. O. Christensen /w/ 1 set
W. C. Ferguson /w/ 1 set

ROBERT W STRAUB
GOVERNOR

# Oregon State Highway Division

REGION 5 OFFICE

W.E. Schwartz
Region Engineer

P.O. Box 850 La Grande, Oregon 97850 Telephone 963-3177

July 20, 1978

Mr. Carlos Van Elsberg
Roadmaster
Umatilla Board of Commissioners
P.O. Box 1427
Pendleton, Oregon 97801

Re: Final Project Assessment, Birch Cr. (Sparks) Br. Sec. SOS-R Project
OS-3000 (1)

Dear Carlos:

Under the terms of the project application, the County shall perform and document responsibilities as found in the Oregon Action Plan.

The Federal Highway Administration and the Department of Transportation have concurred with your draft assessment of Category 3 Non-Major Action.

Enclosed is an approved copy of the assessment for your records and use in complying with the Action Plan.

Proposed standards, design, specific details contained in the assessment and deviations from the scope of the project will be subject to review at the appropriate stage of project development.

Sincerely,

Roger C. Lang
Region 5 Federal Aid Specialist

RCL/vmt
Enc.
cc: Gerald Wimer
W.C. Ferguson

Form 81-734-3122

ROBERT W. STRAUB
GOVERNOR

# Oregon State Highway Division

REGION 5 OFFICE

W.E. Schwartz
Region Engineer

P.O. Box 850 La Grande, Oregon 97850 Telephone 963-3177

July 6, 1978

Mr. Carlos Van Elsberg
Director of Public Works
Umatilla County
P.O. Box 1427
Pendleton, Oregon 97801

Re: Preliminary Plans
Birch Creek (Sparks) Bridge
Sparks Station-Coombs Canyon Road Sec.
SOS-R Project (OS-3000 (1))
Bridge No. 10563A

Dear Carlos:

Enclosed are two copies of drawing No. 33490 and No. 33212 which are the preliminary plan/elevation and vicinity map for the Sparks Bridge. The estimated cost of the structure only is $96,000 including allowances for contingencies and engineering.

The plan/profile for the project has been developed along the recommendations of the Hydraulics report which shows the need for stream bed and bank protection. Full development of the channel change will be governed by recommendations of other involved State agencies.

Please review the plans carefully, show your recommendations or comments in red and present them to the Board of Commissioners for approval. Retain one copy for your records.

Our present schedule calls for bids on November 16, 1978. Your early action will allow ample time for proper development of final plans.

Sincerely,

R.C. Lang
Region Federal Aid Specialist

Enc.
RCL/vmt
cc: W.J. Hart
Gerald Wimer
D.O. Christensen
W.C. Ferguson

Form 81-734-3122

Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

# *Memorandum*

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
The Equitable Center, Suite 100
530 Center NE. - Salem OR 97301

DATE: June 30, 1978

In reply refer to: HBR-OR

SUBJECT: Oregon Project OS-3000(1)
Birch Creek (Sparks) Br.

FROM: G. L. Green, Division Administrator

TO: Mr. E. S. Hunter, Manager, Technical Services Branch
Oregon Department of Transportation

Please include the hydraulic data on the plans of this structure. We assure that the area will adequately contain the stream and prevent roadway flooding.

G. L. Green

RECEIVED
TECHNICAL SERVICES
JUL 3'78
REFER TO
FOR
Info | Invest | R/D | D.R | Sign | Act | File

STATE OF OREGON

INTEROFFICE MEMO

TO: Mr. W. E. Schwartz
Region 5 Engineer

Attention Mr. Roger C. Lang
Region Federal-Aid Engineer

From: L. L. Wallace
Assistant Structural
Design Engineer

ORIGINAL SIGNED
L. L. WALLACE

DATE: June 27, 1978

Subject:
Birch Creek(Sparks) Br.
Sparks Sta.-Coombs Canyon Sec.
Canyon Rd. OS-3000(1)
Umatilla County
Bridge 10563A

Enclosed are four reduced prints of Drawings 33490 and 33212, which are the preliminary plan and elevation and vicinity map for the subject structure. Two copies of the Hydraulics Report are also enclosed. The estimated cost for structural work only, including an allowance for engineering and contingencies, is $96,000.

These are being sent to you to obtain Umatilla County's approval. We will need to know whether the County is agreeable to riprapping the channel bed and banks for the full length of the channel change as recommended in the Hydraulics Report. We will also need to know if the County plans to excavate that portion of the channel at the proposed structure location. As an alternate, the channel excavation required to build the structure can be included as contract work.

Please return one set of prints to this office with the County Commissioner's approval stamped thereon as soon as possible. It is planned to call for bids on this section on November 16, 1978.

MEZ:smd

Encl.

cc H. A. Schell /w/ 2 encl.
D. O. Christensen /w/ 1 encl.
County-City Unit
Environmental Section /w/ 1 encl.

(1)

M

81.125.1387

GENERAL FILES

ROBERT W. STRAUB
GOVERNOR

# DEPARTMENT OF TRANSPORTATION

STATE HIGHWAY BUILDING • • SALEM, OREGON • • 97310

June 21, 1978

TO **Executive Department**
**Federal Aid Coordination Unit**

East Central Oregon Association of Counties
116 South Main, Room 15
Pendleton, OR 97801

FROM **D. E. Swan**
**Federal Aid Engineer**

SUBJECT **Notice of Intent for Federal Aid Funds**
**State Admin. Dist. No.** 12
**Section:** Birch Creek (Sparks) Bridge
**Highway:** Canyon Road, #2030
**County:** Umatilla

**In accordance with Executive Memorandum 02-270-20, attached are copies of the Notices of Intent for the subject project.**

**Early programing of this project for advance planning in anticipation of future construction is necessary; therefore, your prompt attention to this proposal will be appreciated.**

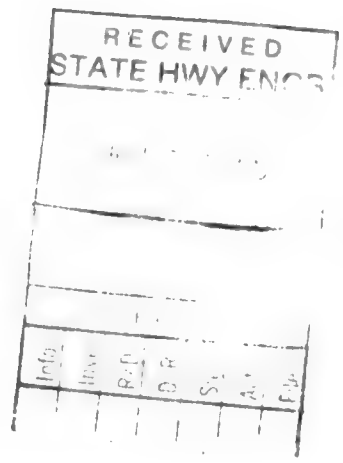
**Allowing time for your review, we estimate the date of filing for federal aid funds on this project to be** July 21, 1978.

**BLG:**dmc

**Attachment**

cc: **G. L. Green**
**H. S. Coulter**
**F. E. Terpin**
**J. B. Bovd**
J. H. Versteeg
Gary Potter
W. J. Hart

**Region** 5: W. E. Schwartz
**District** 12: H. W. Oswald
**Aeronautics Division**
**Paul Hartwig, Parks**
Gerald Wimer
B. L. Gifford



91-1K

GENERAL FILES

# DEPARTMENT OF TRANSPORTATION

ROBERT W. STRAUB
GOVERNOR

STATE HIGHWAY BUILDING • • SALEM, OREGON • • 97310

June 21, 1978

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**Attachment**

cc: **G. L. Green**
**H. S. Coulter**
**F. E. Terpin**
**J. B. Boyd**
J. H. Versteeg
Gary Potter
W. J. Hart

**Region** 5: W. E. Schwartz
**District** 12: H. W. Oswald
**Aeronautics Division**
**Paul Hartwig, Parks**
Gerald Wimer
B. L. Gifford

RECEIVED
STATE HWY ENGR

# OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

## NOTIFICATION OF INTENT TO APPLY FOR FEDERAL AID

| For Internal Use Only | 1-8] PNRS # | Page One |
|---|---|---|

02 [12] APPLICANT [45] — Department of Transportation
[46] DIVISION [79] — Highway

03 [12] APPLICANT ADDRESS STREET [45] — O'DOT Building
[46] CITY [60] — Salem
[76] ZIP [80] — 97310

04 [12] CONTACT PERSON [45] — D. H. Moehring
[46] AREA CODE [48] — 503
[49] PHONE [55] — 378
[56] EXTENSION [59] — 6563

01 [12] PROJECT TITLE — Birch Creek (Sparks) Bridge [71]

11 [12] PROJECT LOCATION—CITY — Canyon Road #2030
PROJECT LOCATION—COUNTY — Umatilla
PROJECT LOCATION SEC: T: R:

05 SUMMARY PROJECT DESCRIPTION (ATTACH SUPPORTING DOCUMENTS AS NECESSARY—SEE INSTRUCTIONS ON BACK)
To relocate obsolete (light frame) bridge and re-align and build new approaches.

06 [12] Present structure will no accommodate present-day loads being generated in the [71]

07 [12] area and the realignment will remove hazardous road curves and approaches. [71]

08 [12] [71]

09 [12] [71]

10 [12] [71]

12 AMOUNT REQUESTED—FEDERAL FUNDS / NON-FEDERAL MATCHING FUNDS / OTHER / TOTAL

| [12] (A) Grant [19] | [20] (B) Other [27] | [28] (C) State [35] | [36] (D) Local [43] | [44] (E) FUNDS [51] | [52] (F) FUNDS [60] |
|---|---|---|---|---|---|
| 156,400 | | | 43,600 | | 200,000 |

13 [12] TYPE OF OTHER FEDERAL FUNDS (See 12B) [45] — [46] TYPE OF OTHER NON-FEDERAL FUNDS (See 12E) [79]

14 [12] FEDERAL PROGRAM TITLE — Title 23 USC Highways [71]

15 [12] FEDERAL AGENCY NAME [45] — U. S. Department of Transportation
[46] FEDERAL SUB-AGENCY NAME [79] — FHWA

17 **(A) TYPE OF APPLICANT:** (Check (X) the single most applicable box)

| STATE | INTER-STATE | COUNTY | CITY | SCHOOL DISTRICT | SPECIAL DISTRICT | COMMUNITY ACTION | SPONSORED ORGANIZATION | OTHER |
|---|---|---|---|---|---|---|---|---|
| [X] 12 | [ ] 13 | [ ] 14 | [ ] 15 | [ ] 16 | [ ] 17 | [ ] 18 | [ ] 19 | [ ] 20 |

**(B) TYPE OF ACTION:** (Check (X) as many boxes as apply to this action)

| NEW GRANT | CONT. GRANT | SUPPL'T GRANT | INCREASE DURATION | DECREASE DURATION | CANCELLATION | INCREASE DOLLARS | DECREASE DOLLARS |
|---|---|---|---|---|---|---|---|
| [XX] 21 | [ ] 22 | [ ] 23 | [ ] 24 | [ ] 25 | [ ] 26 | [ ] 27 | [ ] 28 |

**(C) HAS DISTRICT CLEARINGHOUSE BEEN NOTIFIED?** Yes [X] 29 No [ ] 30 Date: June 21, 1978

(D) REVIEW REQUIRED by A-95: Yes [X] 31 No [ ] 32

(E) ENVIRONMENTAL IMPACT: Yes [ ] 33 No [X] 34

(F) HOUSING RELOCATION REQUIRED: Yes [ ] 35 No [XX] 36

**(G) ESTIMATED APPLICATION FILING DATE:** [41] MONTH [42] [43] DAY [44] [45] YEAR [46]
July 21 1978

## ADDITIONAL INFORMATION—ALL APPLICANTS

I. A. Is the project consistent with the city or county comprehensive plan, zoning and subdivision ordinance? No ☐ Yes ☒

I. B Is the proposal consistent with statewide land use goals? No ☐ Yes ☒

I. C. Is the proposal consistent with state and regional plans? No ☐ Yes ☒

II. Will the project have an impact on a neighboring jurisdiction? No ☒ Yes ☐

If so, is the project consistent with the comprehensive plan for that jurisdiction? No ☐ Yes ☐

III. Explain deviations if any, from pertinent plans.

IV. Federal Catalog number (or Public Law no. and title) 20.205 Highway Planning & Construction

V. Has funding agency been notified? No ☐ Yes ☒ Date: June 21, 1978

VI. If project includes state funds (12C), identify agency

## STATE AGENCIES ONLY

VIII (a) IS PROGRAM BUDGETED ☐ NON-BUDGETED ☐

(b) STATE SHARE

GENERAL FUND CASH $_____ OTHER FUND CASH $_____ IN KIND $_____

(c) FUNDING METHOD

| | FEDERAL SHARE | STATE SHARE | TOTAL |
|---|---|---|---|
| First Year | %____ $_____ | %____ $_____ | %____ $_____ |
| Second Year | %____ $_____ | %____ $_____ | %____ $_____ |
| Third Year | %____ $_____ | %____ $_____ | %____ $_____ |

(d) WILL PROGRAM REQUIRE HIRING OF NEW STATE EMPLOYEES? No ☐ Yes ☐ Number _____

(e) Will accounting for this grant be administered by the Executive Dept. Accounting Division? Yes ☐ No ☐

**PLEASE ATTACH ANY ADDITIONAL NARRATIVE OR REMARKS**

This is a Category 3 Project of Non-Major environmental impact under Oregon's Action Plan.

OREGON STATE HIGHWAY DIVISION
PROJECT ASSESSMENT

OS-3000(1)

PART 1. GENERAL INFORMATION

A. Project Identification:

Date June 8, 1978

Section Birch Creek (Sparks) Bridge — Unit (if appl) _____

County Umatilla — City _____

Highway County Road-Canyon Road 2030 — State Hwy. No. _____

Termini: M.P.(if appl) N.A. — Length Approx. 1,800 feet

Region 5 — Construction Estimate $200,000 Program Amount

B. Purpose of Project:

To relocate obsolete (light frame) bridge and re-align and build new approaches. Present structure will not accommodate present-day loads being generated in the area and the realignment will remove hazardous road curves and approaches.

C. Origin & History of Project:

Project was requested by area residents and approved by Board of Commissioners and Roadmaster. Money has been spent here to protect road from stream erosion in concurrence with the local Soil Conservation Service.

D. General Description of Project:

New alignment, partially coinciding with old road; grading and bridge construction; and channel change.
Right of way - See attached sheet.
Length of project - 1,800 feet
Length of structure - 50 feet
Materials - Prestressed concrete, gravel, A.C. or oil mat, typical top width

Alignment: New _____ Existing _____ Combined xx

Typical Section: Existing: No. Lanes 2-10'; Med. ___; Shldrs. 4'; Parking _____

Proposed: No. Lanes 2-12'; Med. ___; Shldrs. 4'; Parking _____

Traffic: Existing Facility: Existing ADT _____; Projected ADT _____; Yr. _____

Existing Level of Service _____

Proposed Facility: Projected ADT _____; Yr. _____

Projected Level of Service _____

Right of Way: Additional anticipated Yes ; if yes, give approx. No. Parcels 1
Yes, No

Acres 2.28 ; Type of Relocation Req. None ; No. 0
1.22 acres lie within the dedicated right of way.

Materials Source, Borrow, Waste Disposal Requirements, if any:

Borrow and waste disposal will be the responsibility of the contractor. All construction activities will be monitored. Approaches will be widened, oil mat the road, and guardrail to be installed. Extra width on shoulder is to allow proper installation of guardrail.

Type of Structure(s):

Prestressed concrete.

Brief Description of River or Stream and Type of Involvement, if any:

Birch Creek is an intermittent creek with some steelhead and trout during high water levels. Project would involve rechannelization of the creek and bank stabilization to eliminate erosional problems on existing stream meander. In-stream work would be scheduled during the July to October period when stream is generally dry.

Local City, County or COG priorities of project:

First priority off-system project for County.

FHWA and/or OSHD approvals given, if any:

None.

Location or Design Alternatives (identify and describe):

Alternative would be to replace structure in existing location, which would result in poor alignment and speed and visibility hazards. Also, the problem of roadway erosion during heavy run-off would not be solved, resulting in considerable annual maintenance expense.

Other Descriptive Information or Comments:
Land owner at this time has not come to an agreement concerning right-of-way acquisition.

See attached plan map.

Cooperation with the Fish and Wildlife Commission is paramount. Every effort to comply with regulations and requirements will be made. A Corps of Engineers' 404 permit may be required.
(Attach project sketch map.)

PART II. ENVIRONMENTAL ASSESSMENT

A. Brief Environmental Setting of Project Area:

1. Natural:

The bridge is located across Brich Creek approximately four miles southwest of Pendleton on the Sparks Station - Coombs Canyon Road. Existing land use is wheat, hay, grazing and vacant land. The stream originates in the Blue Mountains about ten miles to the southeast and has a large flow at times, particularly in the spring. It empties into the Umatilla River about four miles to the northwest. Birch Creek supports both summer steelhead and rainbow trout. The steelhead spawn primarily in further upland areas of this creek during April and May. Bridge construction will not coincide with the spawning period.

Birch Creek is an intermittent stream and is dry approximately 12-15 weeks during summer and early fall. Water from this stream is also diverted for irrigation purposes. The immediate area supports a sizable quail and pheasant population. Since cover is critical to the survival of these birds, care will be taken to preserve brush and shrubs. Bridge construction and approach road realignment are not expected to be detrimental to fish and wildlife resources.

2. Cultural:

The immediate area is characterized by an agriculturally based economy, primarily dependent on dry-land wheat, cattle and some irrigation on alluvial bottom lands associated with streams such as Birch Creek. Land uses immediately adjacent to the proposed project are irrigated pasture and a farm house on the upstream side (to the south) and an irrigated wheat field on the downstream side (to the north). The rechannelization portion of the project would take a segment of the wheat field.

The site is rural and unaffected by noise other than farming or vehicular traffic. Air contamination is unlikely to be caused by the project.

B. Preliminary Assessment of Environmental Impacts:

1. Consequences and Significance of Right-of-Way Acquisition:

Straightening out existing roadway and change of bridge location and an altered stream. A small basically unusable portion of [illegible] would be acquired for road and bridge approaches. Approximately 1 acre of the wheat field would be required for the channelization portion of the project.

2. Estimated Impact on Traffic Patterns:

None.

Consequences--Air Quality, Noise, Safety, etc.:

Air pollution and noise levels would experience minor increase during construction. Safety would be improved upon completion of the project.

3. Estimated Impact on Land Use:

Existing creek channel will be filled in, graded, top soiled and seeded using materials removed from project site. If required, additional top soil will be transported in from outside the project area.

Consequences:

The filled in cut off meander would provide additional agricultural land for the adjacent land owner, which would exceed that taken by the right of way acquisition.

4. Expected Impact on Natural Ecological Resources:

There is the potential for some adverse impact on Birch Creek due to in-stream involvement and the rechannelization. All construction in the streambed will be coordinated with the Oregon Department of Fish and Wildlife. No wetland impacts are anticipated.

Consequences:

A July-to-October construction schedule should eliminate any potential adverse impacts concerning water quality and fish habitat. The stream is generally dry during this period. There is a potential for increased downstream erosional problems because of increased gradient which would be created by rechannelization.

5. Expected Impact on Cultural and Scenic Resources:

Archeological resource survey may be required.

Consequences:

6. Preliminary Identification of Areas of Critical Concern:

None.

7. Potential for Controversial Issues:

Controversy may arise over creek rechannelization. Notification and contact is being made with the Fish and Wildlife Department as well as the Division of State Lands. Primary area of concern is the potential for the increased gradient resulting in a downstream erosion threat.

8. Potential for Consistency of Proposal With:

a. Clean Air Implementation Plans

b. Noise Standards

A residence is located adjacent to proposed construction site. Noise level should not increase to the adjacent receptors, except during construction. Noise study will be required.

c. Water Quality Standards

No anticipated adverse impacts, as stream should be dry during the construction period. Construction will be coordinated with the Oregon Department of Fish and Wildlife.

d. Area Land Use and Transportation Plans, and Zoning

Project is consistent with local comprehensive plans and zoning requirements.

---

C. Recommended Type of Action and Documentation:

| ----------MAJOR ACTION---------- | | ----NON-MAJOR ACTION----- |
|---|---|---|
| SIGNIFICANT: | NON-SIGNIFICANT: | |
| ____ D & FEIS | ____ D & F Neg.Dec. | _X_ ASSESSMENT ONLY |
| ____ Section 4(f) | ____ Section 4(f) | ____ STATEWIDE ASSESSMENT |

Basis for Type of Action and Documentation:
Right of way acquired from the farm will not adversely affect the overall farm operation, since the filled in stream channel will more than replace in quantity and quality the small portion of cultivated land taken for right of way. Stream impact is minimal and of a temporary nature. All stream work is being coordinated with the Department of Fish and Wildlife.

---

D. Recommended Project Category: ____ 1 ____ 2 _X_ 3 ____ 4

Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

# *Memorandum*

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
The Equitable Center, Suite 100
530 Center NE. - Salem OR 97301

DATE: June 19, 1978

In reply refer to: HFO.4-OR

SUBJECT: Oregon Project OS-3000(1)
Project Assessment
Birch Creek (Sparks) Bridge
County Road-Canyon Road 2030
Umatilla County

FROM : G. L. Green, Division Administrator

TO : Mr. Gary A. Potter, Manager, Environmental Section
Oregon Department of Transportation
Salem, Oregon

The subject project assessment submitted with your June 8 letter has been reviewed.

We concur with your finding that the proposed project constitutes a nonmajor action. We also concur with your traffic noise analysis.

The proposed standards, design, and other specific details contained in the assessment will be subject to future reviews at the appropriate stage during the project development.

G. L. Green

cc:
ODOT (Moehring, Mgr, Proj. Mgmt.)
OSHD (Reg 4, Env.)
Environmental Section
June 20, 1978
cc: D. H. Moehring
J. B. Boyd (3)
L. E. George
W. J. Hart
C. T. Keasey
J. H. Versteeg (4)
F. E. Terpin (3)
George Bell
Surfacing Design - Lab. Bldg.
W. E. Schwartz
John Preston
H. W. Oswald
Vernal Moore
Gerald Wimer
B. L. Gifford (2)
Don Keyes (8)

OREGON STATE HIGHWAY DIVISION
PROJECT ASSESSMENT

OS-3000(1)

PART 1. GENERAL INFORMATION

A. Project Identification:

Date June 8, 1978

Section Birch Creek (Sparks) Bridge — Unit (if appl) _____

County Umatilla — City _____

Highway County Road-Canyon Road 2030 — State Hwy. No. _____

Termini: M.P.(if appl) N.A. — Length Approx. 1,800 feet

Region 5 — Construction Estimate $200,000 Program Amount

B. Purpose of Project:

To relocate obsolete (light frame) bridge and re-align and build new approaches. Present structure will not accommodate present-day loads being generated in the area and the realignment will remove hazardous road curves and approaches.

C. Origin & History of Project:

Project was requested by area residents and approved by Board of Commissioners and Roadmaster. Money has been spent here to protect road from stream erosion in concurrence with the local Soil Conservation Service.

D. General Description of Project:

New alignment, partially coinciding with old road; grading and bridge construction; and channel change.
Right of way - See attached sheet.
Length of project - 1,800 feet
Length of structure - 50 feet
Materials - Prestressed concrete, gravel, A.C. or oil mat, typical top width

Alignment: New _____ Existing _____ Combined XX

Typical Section: Existing: No. Lanes 2-10'; Med. _____; Shldrs. 4'; Parking _____

Proposed: No. Lanes 2-12'; Med. _____; Shldrs. 4'; Parking _____

Traffic: Existing Facility: Existing ADT _____; Projected ADT _____; Yr. _____

Existing Level of Service _____

Proposed Facility: Projected ADT _____; Yr. _____

Projected Level of Service _____

Right of Way: Additional anticipated Yes (Yes, No); if yes, give approx. No. Parcels 1

Acres 2.28; Type of Relocation Req. None; No. 0
1.22 acres lie within the dedicated right of way.

Materials Source, Borrow, Waste Disposal Requirements, if any:

Borrow and waste disposal will be the responsibility of the contractor. All construction activities will be monitored. Approaches will be widened, oil mat the road, and guardrail to be installed. Extra width on shoulder is to allow proper installation of guardrail.

Type of Structure(s):

Prestressed concrete.

Brief Description of River or Stream and Type of Involvement, if any:

Birch Creek is an intermittent creek with some steelhead and trout during high water levels. Project would involve rechannelization of the creek and bank stabilization to eliminate erosional problems on existing stream meander. In-stream work would be scheduled during the July to October period when stream is generally dry.

Local City, County or COG priorities of project:

First priority off-system project for County.

FHWA and/or OSHD approvals given, if any:

None.

Location or Design Alternatives (identify and describe):

Alternative would be to replace structure in existing location, which would result in poor alignment and speed and visibility hazards. Also, the problem of roadway erosion during heavy run-off would not be solved, resulting in considerable annual maintenance expense.

Other Descriptive Information or Comments:

Land owner at this time has not come to an agreement concerning right-of-way acquisition.

See attached plan map.

Cooperation with the Fish and Wildlife Commission is paramount. Every effort to comply with regulations and requirements will be made. A Corps of Engineers' 404 permit may be required.

(Attach project sketch map.)

PART II. ENVIRONMENTAL ASSESSMENT

A. Brief Environmental Setting of Project Area:

1. Natural:

The bridge is located across Brich Creek approximately four miles southwest of Pendleton on the Sparks Station - Coombs Canyon Road. Existing land use is wheat, hay, grazing and vacant land. The stream originates in the Blue Mountains about ten miles to the southeast and has a large flow at times, particularly in the spring. It empties into the Umatilla River about four miles to the northwest. Birch Creek supports both summer steelhead and rainbow trout. The steelhead spawn primarily in further upland areas of this creek during April and May. Bridge construction will not coincide with the spawning period.

Birch Creek is an intermittent stream and is dry approximately 12-15 weeks during summer and early fall. Water from this stream is also diverted for irrigation purposes. The immediate area supports a sizable quail and pheasant population. Since cover is critical to the survival of these birds, care will be taken to preserve brush and shrubs. Bridge construction and approach road realignment are not expected to be detrimental to fish and wildlife resources.

2. Cultural:

The immediate area is characterized by an agriculturally based economy, primarily dependent on dry-land wheat, cattle and some irrigation on alluvial bottom lands associated with streams such as Birch Creek. Land uses immediately adjacent to the proposed project are irrigated pasture and a farm house on the upstream side (to the south) and an irrigated wheat field on the downstream side (to the north). The rechannelization portion of the project would take a segment of the wheat field.

The site is rural and unaffected by noise other than farming or vehicular traffic. Air contamination is unlikely to be caused by the project.

B. Preliminary Assessment of Environmental Impacts:

1. Consequences and Significance of Right-of-Way Acquisition:

Straightening out existing roadway and change of bridge location and an altered stream. A small basically unusable portion of pasture land would be acquired for road and bridge approaches. Approximately ¼ acre of the wheat field would be required for the channelization portion of the project.

2. Estimated Impact on Traffic Patterns:

None.

Consequences--Air Quality, Noise, Safety, etc.:

Air pollution and noise levels would experience minor increase during construction. Safety would be improved upon completion of the project.

3. Estimated Impact on Land Use:

Existing creek channel will be filled in, graded, top soiled and seeded using materials removed from project site. If required, additional top soil will be transported in from outside the project area.

Consequences:

The filled in cut off meander would provide additional agricultural land for the adjacent land owner, which would exceed that taken by the right of way acquisition.

4. Expected Impact on Natural Ecological Resources:

There is the potential for some adverse impact on Birch Creek due to in-stream involvement and the rechannelization. All construction in the streambed will be coordinated with the Oregon Department of Fish and Wildlife. No wetland impacts are anticipated.

Consequences:

A July-to-October construction schedule should eliminate any potential adverse impacts concerning water quality and fish habitat. The stream is generally dry during this period. There is a potential for increased downstream erosional problems because of increased gradient which would be created by rechannelization.

5. Expected Impact on Cultural and Scenic Resources:

Archeological resource survey may be required.

Consequences:

6. Preliminary Identification of Areas of Critical Concern:

None.

7. Potential for Controversial Issues:

Controversy may arise over creek rechannelization. Notification and contact is being made with the Fish and Wildlife Department as well as the Division of State Lands. Primary area of concern is the potential for the increased gradient resulting in a downstream erosion threat.

8. Potential for Consistency of Proposal With:

a. Clean Air Implementation Plans

b. Noise Standards

A residence is located adjacent to proposed construction site. Noise level should not increase to the adjacent receptors, except during construction. Noise study will be required.

c. Water Quality Standards

No anticipated adverse impacts, as stream should be dry during the construction period. Construction will be coordinated with the Oregon Department of Fish and Wildlife.

d. Area Land Use and Transportation Plans, and Zoning

Project is consistent with local comprehensive plans and zoning requirements.

---

C. Recommended Type of Action and Documentation:

| ----------MAJOR ACTION---------- | | ----NON-MAJOR ACTION----- |
|---|---|---|
| SIGNIFICANT: | NON-SIGNIFICANT: | |
| ____ D & FEIS | ____ D & F Neg.Dec. | _X_ ASSESSMENT ONLY |
| ____ Section 4(f) | ____ Section 4(f) | ____ STATEWIDE ASSESSMENT |

Basis for Type of Action and Documentation:
Right of way acquired from the farm will not adversely affect the overall farm operation, since the filled in stream channel will more than replace in quantity and quality the small portion of cultivated land taken for right of way. Stream impact is minimal and of a temporary nature. All stream work is being coordinated with the Department of Fish and Wildlife.

---

D. Recommended Project Category: ____ 1 ____ 2 _X_ 3 ____ 4

FORM 81-734-3030

# OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Bend, OR 97701

June 7, 1978

FILE:

FROM: Harold G. Brainerd
Regional Right of Way Supervisor

SUBJECT: Birch Creek (Sparks Bridge)Section
Canyon Road OS-3000(1)
Umatilla County

TO: Frank Lowe
Condemnation/Federal Aid Coordinator

The programming estimate for right of way costs on this project is $3,500.00. This estimate does not include the costs of fence re-establishment, which it is assumed would be handled during construction.

The areas of taking are all unimproved and, therefore, no relocation will be involved, nor is relocation planning necessary.

HGB:eh

cc Don English

FORM 81-734-3030

# OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Salem, Oregon

May 19, 1978

FILE:

FROM: David W. Bryson
Hydraulic Specialist

TO: F I L E

SUBJECT: Birch Creek (Sparks) Bridge
Canyon Road
Umatilla County

The proposed structure will replace an existing 50-foot single-span pony truss on an improved alignment.

## Hydrology

Birch Creek is a south-north tributary of the Umatilla River and drains an area of approximately 277 square miles above the proposed bridge site. The US Geological Survey has maintained a recording gage (gage No. 14-025000) approximately 5 miles down stream near Rieth. Estimated peak flows at the bridge site based on this gage data are listed below. These values have not been adjusted to reflect the difference in drainage area between the gage and the bridge site. Conservative results will be obtained using the gage data since it includes approximately 14 square miles more drainage area than the bridge site.

The frequency curve was obtained using the Log-Pearson Type III analysis of the data. Forty-nine years of record were available (1928-1976). Since the frequency curve was derived using data which represents a small portion of the total history of the creek, the results obtained are reliable within a range of values known as the confidence limits. The 5 percent confidence limit means that there is a 5 percent chance that the actual peak flow may exceed the value listed in the following table under the 5 percent confidence limit. Assuming a 50-year structure life, there is an 87 percent chance (risk) that the 25-year design flood will be exceeded one or more times and a 39 percent chance that the 100-year flood will be exceeded one or more times during the life of the structure.

| Recurrence Frequency | Estimated Peak Flow | 5% Confidence Limit |
|---|---|---|
| 5-year | 1000 cfs | 1250 cfs |
| 10-year | 1370 cfs | 1770 cfs |
| 25-year | 1890 cfs | 2580 cfs |
| 50-year | 2330 cfs | 3290 cfs |
| 100-year | 2800 cfs | 4090 cfs |

The largest flood of record occurred January 30, 1965 when a discharge of 2200 cfs (40-year recurrence frequency) was measured at the gage.

## Hydraulic Design

The 25-year flood of 1890 cfs was chosen as the design flood for this site with an estimated highwater elevation of 1181.9 feet (MSL).

The existing bridge is located in the middle of an abrupt meander which creates problems during periods of high runoff. During high runoff, water is forced over the roadway west of the bridge since the water fails to follow the existing channel where it makes the abrupt turn. This problem may be eliminated with a channel change which eliminates the meander as shown on the vicinity map.

In a telephone conversation with Carlos Von Elsberg, Roadmaster for Umatilla County, he mentioned that the Fish and Wildlife representative is adamantly opposed to the channel change. There will have to be some design features incorporated into the channel change before it will be acceptable to the Fish and Wildlife Department, if they compromise at all on their position.

A channel change section with a 40-foot bottom and 2:1 side slopes will adequately convey the design discharge. The channel should be lined with a 3-foot blanket of Class 700 riprap placed on a 9-inch-thick filler blanket of 6"-0 to 4"-0 river-run or crushed rock material.

The structure should provide a waterway area of 230 square feet below design highwater. Under the design conditions the structure will create no backwater. Backwater from a flood equal in magnitude to the January 1965 flood will be negligible.

DWB:jp
cc Frank Terpin
W.E. Schwartz
Don Harwell
Jack Davis
Walt Hart
D.O. Christensen
Gary Potter

# HYDRAULIC DATA

| | DESIGN FLOOD | INTERMEDIATE REGIONAL FLOOD | MAXIMUM FLOOD YEAR (1965) |
|---|---|---|---|
| Discharge - cfs / $m^3/s$ | 1890 | 2800 | 2200 |
| Frequency - yrs. | 25 | 100 | 40 |
| H.W. Elevation Natural Channel ft. / m. | | | |
| H.W. Elevation Channel Change ft. / m. | 1181.9 | 1183.± | 1182.4 |
| Average Velocity fps / mps | 8.3 | 9-10 | 8.7 |

NOTE FOR A CANAL: "DESIGN FLOOD" = Design Flow
"Discharge" = Capacity

REMARKS:

**OREGON STATE HIGHWAY DIVISION**
HYDRAULICS UNIT

Birch Creek (Sparks) Bridge
Canyon Road
Umatilla County

| COMPILED BY: | DATE: |
|---|---|
| Dave Bryson | May 17, 1978 |

FORM 81-734-3030

# OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE
Salem, Oregon

May 17, 1978

FILE:

FROM: Adele L. Egan ALE
R/W Office Unit Supervisor

TO:
Cecil Head
Commission Services

SUBJECT: Right of Way Services
Agreement #94
Birch Creek (Sparks) Br. Sec.
Umatilla County Road

Copy

MISC. CONTRACTS and AGREEMENTS No. 6256

Attached is the original of the right of way services agreement on this project.

AE
mp
Attach.

cc: Harold Brainerd, w/c
(Prefix for this project is 30-8216)

Local Govt. Programs, w/c
Finance, Attn: Bob Wheeler, w/c
Appraisal, w/c

OREGON STATE HIGHWAY DIVISION

FILE:

INTER-OFFICE CORRESPONDENCE

April 17, 1978

La Grande, Or. 97850

FROM: W. E. Schwartz
Region Engineer

SUBJECT: Completed Surveys

TO:

Frank Terrin
Location Engineer

SALEM

Herewith the completed survey on Grande Ronde River (Peach Lane) Bridge on County Road No. 28, Union County as shown on the itemized list.

Also, we are sending you additional data on the Birch Creek (Sparks) Bridge in Umatilla County as shown on th accompanying letter of transmittal.

Revised Estimate Quantity Summary 14 April 1978

| ITEM | UNIT | QUANTITY | UNIT PRICE | TOTAL |
|---|---|---|---|---|
| General | | | | |
| Mobilization | Lump Sum | All | Lump Sum | $ 1000 |
| Temporary Signing | Sq. Ft. | 93 | $ 6.00 | 55[illegible] |
| Flagging | Hour | 40 | 18.00 | 720 |
| Roadwork | | | | |
| Embankment in Place | Cu. Yd. | 13,985 | 3.25 | 47,729 |
| Toe Trench Excavation | Cu. Yd. | 270 | 5.00 | 1,350 |
| Aggregate Base | Ton | 2,964 | 6.00 | 17,784 |
| Asphalt Concrete | Ton | 560 | [illegible]0.00 | 14,00[illegible] |
| [illegible]eria[illegible] | [illegible]-Gal. | 30 | [illegible].00 | [illegible] |
| [illegible] Wall, Type [illegible] | Cu. Yi. | [illegible] | [illegible]0.00 | [illegible] |
| Filter Blanket | Cu. Yd. | 10[illegible] | 12.00 | 1,2[illegible] |
| Guardrail, Type 2A | Lin. Ft. | 30[illegible] | 10.00 | [illegible] |
| Guardrail, Type 3 | Lin. Ft. | 10[illegible] | [illegible].00 | [illegible] |
| Fencing, Type 1 (Chain Link, Galv.) | Lin. Ft. | 2,[illegible]50 | [illegible].[illegible] | [illegible] |
| Structure | | | | |
| Bridge [illegible] | Lump Sum | All | Lump Sum | [illegible] |
| Shoring, Utility [illegible] | Lump Sum | All | Lump Sum | [illegible] |
| Structural Excavation | Cu. Yi. | [illegible] | [illegible].00 | [illegible] |
| [illegible] Footing [illegible] | Lump Sum | [illegible] | [illegible] | [illegible] |
| [illegible] | [illegible] | [illegible] | [illegible] | [illegible] |
| [illegible] | [illegible] | [illegible] | [illegible] | [illegible] |
| [illegible] | [illegible] | [illegible] | [illegible] | [illegible] |
| [illegible] | | | [illegible] | [illegible] |
| [illegible] | | | | [illegible] |

FORM 81-734-3030

# OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE:

La Grande, Oregon
April 3, 1978

FROM: Roger C. Lang
Region Federal Aid Specialist

SUBJECT: Birch Creek (Sparks) Bridge
SOS-R Project, No. OS-3000(1)
Umatilla County

TO: Gerald Wimer
Local Government Section Manager

S A L E M

Attached is a copy of a letter from Umatilla County Board of Commissioners requesting modification of their project application dated September 7, 1976 and approved by the Transportation Commission July 19, 1977.

As the Board has indicated, the project has expanded to a point to where the County requires funding assistance in obtaining right of way and constructing the realigned roadway. The County is presently reassessing the project as the proposed design is not adequately described in the approved assessment.

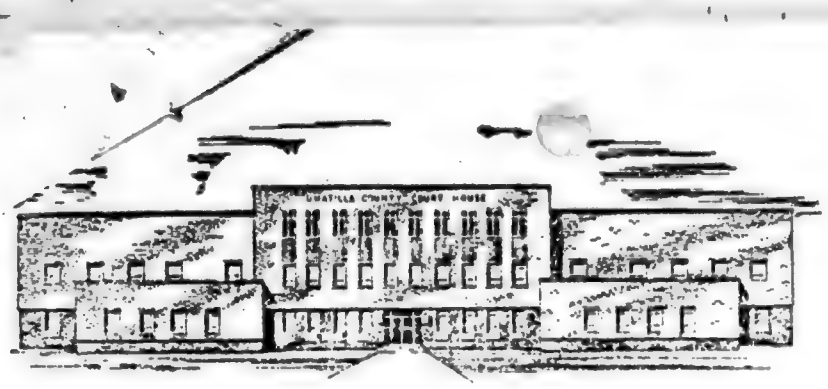
By copy of this letter, I am asking Harold Brainerd, Right of Way Supervisor, to establish estimated right of way costs and W. C. Ferguson to expand his estimate of costs to include all roadway work.

At the appropriate time, please take the necessary steps to comply with the Board's request.

RCL/dlm
Attachment

cc: Board of Commissioners
Carlos Van Elsberg
Harold Brainerd, w/ map and deeds
W. C. Ferguson, Location data
Region V Right of Way

To: Roger Lang:
We're agreeable as long as the county understands if the project costs, including construction, right-of-way and engineering, exceed $250,000 they will have to pay 14% of the total cost. Thanks



UMATILLA COUNTY
BOARD OF COMMISSIONERS

F. K. "Woody" Starrett
Barbara Lynch
Raymond Bevans

P.O. Box 1427
Ph: 503 276-7111

216 Southeast 4th
Pendleton, Oregon 97801

J. Dean Fouquette, Administrative Assistant

March 21, 1978

RE ☐ RCE ☐ RME ☐ RCE
☐ RFA MAR 30 1978 ☐

RECEIVED
REGION 5 OFFICE

Oregon Department of Transportation
Oregon State Highway Division
P. O. Box 850
La Grande, Oregon 97850

Re: Sparks Bridge - Off System Project #0S - 3000 (1)

Gentlemen:

As a consequence of numerous changes since Umatilla County's original request for the replacement of it's Sparks Bridge as an Off System Project, we wish to ammend our original request. There are two (2) items we wish to request:

1. The original request anticipated no additional right-of-way; however, changing the alignment and relocation of the structure has necessitated that we request that purchase of necessary right-of-way be allowed from funds reserved for this project.

2. The project as now designed will require a considerably higher volume of material for the approaches than originally anticipated, and we would also like to request that this be allowed from funds reserved for this project.

Please consider the above request and advise this office of your decision.

Yours truly,

UMATILLA COUNTY
BOARD OF COMMISSIONERS

F. K. STARRETT, CHAIRMAN

BARBARA LYNCH

FORD ROBERTSON

bb cy Brainerd
Region V R/W

FORM 81 734-3030

# OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE:

La Grande, Oregon

March 6, 1978

FROM: Roger C. Lang
Region Federal Aid Specialist

SUBJECT: Birch Creek (Sparks) Bridge
SOS-R Project No. OS-3000(1)
Umatilla County

TO: Memo to the Files

Discussion of project status with Carlos Van Elsberg this morning showed the property owners will not accept the present alignment. They wish to have the alignment moved to the north. Also, Mr. Van Elsberg has been unable to contact the local Wildlife representative concerning the revised project assessment.

In view of these delays, it appears a project scheduling date of October would be more appropriate.

I have asked Duane Christensen to reform field data so the revisions may be accomplished.

RCL/dlm

cc: Carlos Van Elsberg
Buzz Swan
Hal Versteeg
Gerald Wimer
Bill Ferguson

RECOMMEND OCT. BID LETTING
3/8/78
Concur

OREGON STATE HIGHWAY DIVISION

Form 81-734-1191

# Request for Outside Billing

**(Or Advice of Cash Transaction)**

Address invoice to: Umatilla County
Courthouse
Pendleton, OR 97801
Attention of Mr. Carlos Van Elsberg
Director of Public Works

Request No. (assigned by staff engineer or head of section) cc 1788

Date February 21, 1978

Payer's Order No. (if any)

Highway Div. Order No. (if any) (Number of "Order to Render Service")

**Description and Authority:** (Describe the service rendered, stating kind of service, location, etc. Also refer to agreements, letters and orders by which payer authorized the service.)

**Itemized Statement:** P.E. Advance Deposit $910.00

| Quantity | Unit | Description | Unit Price | Amount |
|---|---|---|---|---|
| | | To be retained in Advance Deposit | 200.00 | |
| | | To be transferred to State Highway funds for the Birch Creek (Sparks) Bridge Section on Canyon Road, SOS-3000(1) | | $710.00 |
| | | Covered by agreement #6256 | | |

If payer has made payment for this service, indicate the amount of payment. $

If payer has made a deposit with the Highway Division to guarantee payment, indicate the amount of the deposit. $ 910.00

Is this a partial or final request for billing? Partial

If there have been any previous requests for billing in connection with this same service, indicate the total amount of all previous requests. $

Give the number of the last previous request in connection with this same service.

Credit distribution:
230-1946-297

Submitted by:
Harold Reynoldson

Approved:
Regional Engineer

Approved:
Gerald Wimer
Section Head or Staff Engineer

**Instructions:** The original and duplicate copies shall be forwarded through the regional engineer to the staff engineer or section head. Staff engineer or section head will forward original copy to the Accounting Section. Additional copies may be prepared for and retained by the region office and other field offices concerned. If the request is to be accompanied by a payment, an additional copy shall be submitted for the use of the Accounting Section.

717

ROBERT W. STRAUB
GOVERNOR

F. B. KLABOE
Administrator and
State Highway Engineer

# OREGON STATE HIGHWAY DIVISION

Region 5 Office

W. E. Schwartz
Region Engineer

P. O. Box 850 ... La Grande, Oregon 97850 ... Telephone 963-3177

February 7, 1978

Mr. Carlos Van Elsberg
Director of Public Works
P. O. Box 1245
Pendleton, Oregon 97801

Dear Carlos:

Upon review of the survey proposals submitted by W. C. Ferguson, it has been determined that significant changes in the Birch Creek (Sparks) Bridge project have occurred. The original approved project assessment does not address the following items that are now proposed:

1. Right-of-way acquisition.
2. Stream involvement, channel change.
3. Filling of stream original channel.

In order to comply with the Oregon Action Plan, it is suggested you revise the project assessment to show that:

1. The affected property owners are receptive to the proposed right-of-way revisions, and that they are willing to donate or sell the land required.
2. The Wildlife Commission concur with the proposed stream involvement.
3. A source be identified for proper fill material to fill the original channel, including topsoil material capable of supporting plant life.

Also, it is anticipated the scope of the project may now require a 404 permit which may set the project back on our proposed schedule.

Please revise the project assessment at your earliest opportunity and submit to this office. Right now, we are "dead in the water". Don't hesitate to call me if you have any questions.

PROJECT MANAGEMENT
PME CCE ON
LGE FAE CPE
FEB 8 1978
File. PM FA
IAA LG OP

Sincerely,

R. C. Lang
Region 5 Federal Aid Engineer

RCL:sh

cc F. E. Terpin
Gary Potter
G. Wimer

Form 81-734-3123

FORM 81-734-3030

# OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE:

La Grande, OR 97850

January 24, 1978

FROM: W. E. Schwartz
Region Engineer

SUBJECT: Birch Creek(Sparks) Bridge
Canyon Road OS-3000(1)
Umatilla County

TO: Frank Terpin
Location Engineer

SALEM

Herewith the survey records on the subject project:

1 pad containing:

Locating Engineer's Statement
Location Narrative Report
Cost Estimate & Quantity Summary
Earthwork Computation Sheets & Grades
Soils & Geological Exploration Log
Hydraulics Checklist

1 book containing:

"L" Line Transit Notes with Ties
"L" Line Level Notes and 3 Line Profile
Cross Section Notes
"P" Line Transit Notes & Cross-Sections

1 roll Vicinity Map
1 roll Profile, Cross-Sections, Typical Sections
1 roll Assessors Plats and Copies of Deeds

Prints of the vicinity map have been retained in the region office for use by the utilities engineer and the federal aid engineer.

Special provisions havenot been roughed out for this job being that it is a bridge project.

If the alignment as shown is followed, additional right of way will be required. It has been suggested in the narrative report that the county be responsible for obtaining this right of way. When the right of way is obtained for the revised alignment, it should also being obtained for a channel change and an easement for a detour.

FORM E-33

# OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

P.O. Box 459, Pendleton, 97801

DATE 23 January 1978

TO Dale D. Allen,
Region Construction Engr.

FROM W. C. Ferguson
Resident Engineer

SUBJECT Birch Creek (Sparks) Bridge
Canyon Road 0S-3000(1)
Umatilla County
Prefix 230-1946

☐ RE ☐ RCE ☐ RME ☐ ROE

☐ RFA JAN 23 1978 ☐

RECEIVED
REGION 5 OFFICE

Herewith find the following data which is being submitted on the subject location project.

1 Pad containing:

- Locating Engineer's Statement
- Location Narrative Report
- Cost Estimate & Quantity Summary
- Earthwork Computation Sheets & Grades
- Soils & Geological Exploration Log
- Hydraulics checklist

1 Book containing:

- "L" line transit notes with ties
- "L" line level notes and 3-line profile
- Cross-section neotes
- "P" line transit notes & cross-sections

1 roll: Vicinity Map

1 roll: Profile, Cross-sections, Typical sections

1 roll: Assessors plat and copies of deeds

J. H. Ricker,
Asst. Res. Engr.

JHR:ll
cc.:file

BIRCH CREEK (SPARKS) BRIDGE

Canyon Road OS-3000(1)
Umatilla County
Location Prefix 230-1946

NARRATIVE REPORT

Work To Be Done: Bridge Re-construction, Channel Change, Roadway Re-alignment with grade change.

The proposed project is the re-comstruction of an existing bridge over Birch Creek near the railroad siding and grain elevator known as Sparks. The structure is located 0.9 miles westerly from M.P. 6.68 on Pendleton-John Day Highway No. 28.

Existing Structure: 50 foot span steel truss bridge with timber stringers. Load limit 10 tons. Mr. LaRoy Thurman from the Umatilla County Roadmasters office states water running over the existing roadway on the west side of the existing bridge during the 1964 flood. A portion of the roadway had to be re-built and rip rap material added around the bridge.

Proposed Structure: The proposed structure will be approximately 50 foot of prestressed slab span set on concrete abutments with concrete spread footings with a 28 foot roadway.

Alignment- Roadway: The roadway alignment is greatly improved with a total of three curves in place of five on the existing roadway.
Alignment- Waterway: The proposed channel change will relieve the restrictions caused by the existing curves. This channel change will eliminate a large horseshoe curve in the channel. This will allow the new structure to be constructed completely free from the existing bridge.

Structure Skew: The structure skew as proposed is approximately 64° as measured from a line normal to the structure centerline to the channel alingment.

Super-elevation: It is apparent that full super on this 12° curve would be too severe due to the slow speed and gravel survace. Our recommendation would be 0.05 per foot full width of the structure. This reduced super will work well with the end of the proposed bridge being only 58 feet from the end of the 12° highway curve.

NARRATIVE REPORT
Birch Creek (Sparks) Bridge
230-1946

Final Design: The 28 foot roadway requested by the County is acceptable as this provides a width of 20 feet for future surfacing with 4 foot shoulder widths.

We estimate the use of 50 foot prestressed slabs on concrete abutments with standard wingwalls and assumed a shed roof deck sloping 0.05 per foot downward from the left to the right.

Structure Waterway: The existing waterway appears to have been adequate for the drainage area involved. Only during the highwater flood of 1964 did the water flood over the roadway on the west end of the existing bridge. In case of another flood as 1964, water would run over the proposed roadway on the east end of the proposed bridge thus allowing the water to escape without damage to the proposed structure.

Foundation: The Soils and Geological Exploration Log shows solid basalt at an elevation of 1167.9 at test hole #1 and a fine grained basalt at an elevation of 1169.5 at test hole #2. It appears this would be compatible with concrete spread footings.

Scour: Scour does not seem to be a particular problem. There has been rip rap used at the existing bridge with success in controlling this problem.

Erosion: The existing banks consist of gravel and grasses with rip rap placed in the problem areas. With rip rap placed throughout the proposed channel change erosion would be held at a very minimum, with no apparent problems.

Drift: There have been no drift problems in this area at all due to this stream running through farm and pasture lands.

Iceflows: With a clear span and the improved alignment there should be no problems with iceflows.

Rip Rap: Rip rap work was done on the existing channel after the 1964 flood and more rip rap has been placed with the last two or three years. To control the erosion it is proposed to rip rap all of the proposed channel change with this rip rap work being done by the contractor as a part of this proposed work.

Channel Change: A channel change is required along with proposed road and bridge re-alignment. This proposed channel change straightens out the existing horseshoe curve thus helping to eliminate the possibility of roadway flooding in the vicinity of the bridge.

NARRATIVE REPORT
Birch Creek (Sparks) Bridge
230-1946

Detour: With this proposed alignment it would be necessary to build and maintain a detour to the left (northerly) of the proposed bridge. After the bridge has been opened to traffic this detour could be removed and placed into the existing channel as a part of reclaiming the old channel.

R/W and Property Owners: Additional right-of-way and construction easements are necessary. It is necessary to acquire both right-of-way and construction easements in the vicinity of the proposed bridge. Also, if borrow material is acquired from the railroad right-of-way, this would require a construction easement from them. It is required that the County obtain the right-of-way and construction easements and as of this date these negotiations have not been made.

Minorities: No minorities have been identified within the limits of this location project. There is no feasible alternate route. No residents are being displaced.

Irrigation Facilities: No irrigation facilities were noted within the limits of this survey.

Utilities: The existing utilities pose no problem as far as the structure work is concerned.

Structure Utility Holes: None are anticipated. All will remain aerial.

Existing Structure Removal: The contractor is to remove the existing structure which will become his property at the time of removal. This removal will have to be timely with the County constructing the roadway and the proposed channel change. This bridge will have to be removed after there is no more need for the temporary detour.

Guardrail: Guardrail will be required at all four corners of the structure. The guardrail is to be furnished and installed by the County.

Material Source: The County will furnish and place all roadwork, channel change, and fill material to reclaim the old existing creek channel. The contractor is to furnish and place all rip rap. First, all of the existing rip rap is to be salvaged and used. The remainder of rip rap could be acquired from a State controlled quarry on the north side of the Reith Road approximately $\frac{1}{2}$ mile west of the city limits of Pendleton.

NARRATIVE REPORT
Birch Creek (Sparks) Bridge
230-1946

Work To Be Done By Umatilla County: The county plans to complete the following portions of the work-

1. Obtain the necessary right-of-way and construction easements.
2. Complete all roadwork including approaches, embankments and all surfacing.
3. Erect and maintain fencing as required for this construction period.
4. Install necessary guardrail at bridge ends.
5. Install all signing, temporary and/or permanent.
6. Place fill material in the existing creek channel to reclaim this portion of land.

COST ESTIMATE & QUANTITY SUMMARY

Birch Creek (Sparks) Bridge
Canyon Road OS-3000(1)
230-1946

| Item # | Item | Unit | Quantity | Unit Price | Total |
|---|---|---|---|---|---|
| 1 | Mobilization | Lump Sum | All | Lump Sum | $ 1,000. |
| Roadwork | | | | | |
| 2 | General Excavation | Cu.Yd. | 520 | 5.00 | 2,600. |
| 3 | Toe Trench Excavation | Cu.Yd. | 270 | 4.00 | 1,080. |
| 4 | Loose Riprap, Class 700 | Cu.Yd. | 698 | 10.00 | 6,980. |
| 5 | Filter Blanket | Cu.Yd. | 104 | 10.00 | 1,040. |
| Structure | | | | | |
| 6 | Bridge Removal | Lump Sum | All | Lump Sum | 4,000. |
| 7 | Shoring, Cribbing, etc. | Lump Sum | All | Lump Sum | 2,000. |
| 8 | Structure Excavation | Cu. Yd. | 200 | 10.00 | 2,000. |
| 9 | Structural Concrete, Cl. 3300 | Lump Sum | All | Lump Sum | 29,120. |
| 10 | 4' x 50'/55' Prestressed Slabs | Each | 7 | 3,200. | 22,400. |
| 11 | Reinforcement | Lump Sum | All | Lump Sum | 6,000. |
| 12 | Metal Rail with Channel | Lin.Ft. | 135 | 30.00 | 4,050. |
| | | | | TOTAL: | $82,270. |

ROBERT W. STRAUB
GOVERNOR

F. B. KLABOE
Administrator and
State Highway Engineer

# OREGON STATE HIGHWAY DIVISION

Region 5 Office

W. E. Schwartz
Region Engineer

P. O. Box 850 ... La Grande, Oregon 97850 ... Phone 963-3177

January 4, 1978

Mr. Carlos Van Elsberg
Director of Public Works
P. O. Box 1245
Pendleton, Oregon 97801

Dear Carlos:

RE: Final Project Assessment, Birch Cr. (Sparks) Br.

Under the terms of the project application, the County shall perform and document responsibilities as found in the Oregon Action Plan.

The Federal Highway Administration and the Department of Transportation have concurred with your draft assessment of Category 3 Non-Major Action.

Enclosed is an approved copy of the assessment for your records and use in complying with the Action Plan.

Proposed standards, design, specific details contained in the assessment, and deviations from the scope of the project will be subject to review at the appropriate stage of project development.

Sincerely,

R. C. Lang
Region 5 Federal Aid Engineer

RCL:sh
Enclosure

cc Gerald Wimer
W. C. Ferguson

Form 81-734-3123

ROBERT W. STRAUB
GOVERNOR

F. B. KLABOE
Administrator and
State Highway Engineer

# OREGON STATE
# HIGHWAY DIVISION

Region 5 Office
W. E. Schwartz, Region Engineer

P. O. Box 850 ... La Grande, Oregon 97850 ... Phone 963-3177

December 27, 1977

The Honorable F. K. Starrett, Chairman
Umatilla County Board of Commissioners
Umatilla County Courthouse
Pendleton, Oregon 97801

Dear Woody:

RE: Birch Creek (Sparks) Bridge Section

The Safer Off-System Roads project you applied for has been approved by the Federal Highway Administration for preliminary engineering.

Preliminary engineering, in this case, covers field survey work, hydraulics study, foundation exploration, final design, estimates of cost and writing of specifications. Anticipated costs for preliminary engineering are $6,500.

Under terms of the Construction-Finance Agreement dated September 2, 1977, page 2, item 3, the County shall forward its advance deposit in the amount of 14 percent of the total estimated cost for each portion of the work.

$6,500 x 14% = $910

Actual bridge design is being performed under ORS 369.210 at no cost to the County.

Please forward your advance deposit, made payable to the Highway Division, so we may proceed with all phases of preliminary engineering.

Sincerely,

Roger C. Lang
Region Federal Aid Specialist

RCL/dlm
cc: Carlos Van Elsberg
Gerald Wimer
Bill Ferguson

Form 81-734-3123

U.S. DEPARTMENT OF TRANSPORTATION — FEDERAL HIGHWAY ADMINISTRATION

# LETTER OF APPROVAL AND/OR AUTHORIZATION

(1)

FROM:

G. L. Green, Division Administrator
Salem, Oregon

ITEM 8000

TO:

Mr. F. B. Klaboe
Chief of Operations, 8000
State of Oregon
Salem, Oregon

Copies to
Holland
Patterson
Grant
Thompson
Region 5

| DATE PS & E APPROVED | DATE AUTHORIZATION EFFECTIVE | FEDERAL ROUTE NUMBER |
|---|---|---|
| | 12-15-77 | Non Federal aid<br>STATE ROUTE NUMBER<br>County Road |

GENERAL LOCATION:

"Birch Creek (Sparks) Bridge Section"

GENERAL DESCRIPTION OF WORK:

Preliminary Engineering

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE

☐ LOCATION ONLY

PRELIMINARY ENGINEERING FOR SURVEY AND PLAN

☒ XX PREPARATION : TEC NTE $6,500, F.F. $5,5[illegible]

☐ OTHER (Specify)

REMARKS

As requested in Mr. Swan's 12-5-77 letter.

(2)

DATE: 12-5-77

SIGNATURE OF APPROVING OFFICIAL: R. K. [illegible]

TITLE: for

FHWA PR-1240 (REV. 6-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-70) WILL BE USED

ROBERT W. STRAUB
GOVERNOR

# *Department of Transportation*

TRANSPORTATION BUILDING, SALEM, OREGON 97310

December 5, 1977

TO G. L. Green, Division Administrator
Federal Highway Administration

Original Signed By
D. E. Swan

FROM D. E. Swan
Federal Aid Manager

SUBJECT Project Data Submission
Item No. 80060
Project No. OS-3000(1)
Birch Creek (Sparks) Bridge Sec.
Umatilla County

Attached is data for the subject project.

This project has been selected by the Oregon Transportation Commission and local officials in cooperation with each other as required by the Federal Aid Act.

We request the following:

Authorization to proceed with all phases of preliminary engineering as programmed at an estimated total cost of $6,500 with an obligation of $5,570 in federal funds.

DRH:ljt
Att.

cc: W. Schwartz, Region 5
H. Reynoldson

STATE OF OREGON

INTEROFFICE MEMO

TO: E. S. Hunter
Technical Services Engineer

DATE: November 8, 1977

FROM: Gerald Wimer
Local Government Programs Engineer

SUBJECT: PROJECT ASSESSMENT
Birch Creek (Sparks) Bridge
Sparks Station-Coombs Canyon
Umatilla County

Attached for your information is an assessment, concurred in by the Federal Highway Administration.

Program Management classifies this section as a Category 3 project of Nonmajor action.

Your approval will place this project in our Project Management System and allow its development in accordance with Action Plan procedures.

BLG: dpy

Attachment

cc: J. B. Boyd (3)
L. E. George
W. J. Hart
C. T. Keasey
J. H. Versteeg (4)
F. E. Terpin (3)
G. A. Potter (2)
George Bell
R//R//Royer
Surfacing Design - Lab Bldg.
Region 5 : W. E. Schwartz
District 12 : H. S. Oswald
Region 5 Geologist: Vernal Moore
B. L. Gifford

J H Versteeg
11-4-77

BCB0011

Form 81-734-3039

OREGON STATE HIGHWAY DIVISION

# AUTHORITY FOR SURVEY

Section Birch Creek (Sparks) Bridge SOS

Highway Canyon Road

County Umatilla

Date Nov. 7, 1977, 19

Authorization No. 1

Survey Prefix 230-1444
(Assigned by Salem office)

Description of termini, route, length, etc.:

MP. 0.25 to MP. 0.35

Purpose of survey: Design Bridge

Estimate of cost: Bridge 906 3,500

INSTRUCTIONS

Submit four copies to Salem. After approval by the Assistant State Highway Engineer, one copy will be sent to the Regional Engineer and one copy to the Resident Engineer.

**This form does not constitute authority for making survey until approved and returned.**

Submit separate order for each survey.

Total estimated cost of survey . . . . . $ 3,500

Previous authorization . . . . . .

Additional authorization requested . . . . . .

Additional authorization approved (Salem) . . . . . .

Total all authorizations approved (Salem) . . . . . .

Requests made by:

P.L. Carstensen
Costs & Records Spec.
Field Engineer

Recommended for Approval:

Regional Engineer

Recommended for Approval:

Location Engineer

Approved:

Tech. Serv. Engr.
Assistant State Highway Engineer

SP*19760-734

UNITED STATES GOVERNMENT

# *Memorandum*

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem, Oregon 97308

DATE: October 26, 1977

In reply refer to: HB.4-OR

SUBJECT: Oregon Project No. SOS-3000(-)
Birch Creek (Sparks) Bridge
Sparks Station-Coombs Canyon
Umatilla County
Project Assessment

FROM : G. L. Green, Division Administrator

TO : Mr. H. S. Coulter, State Highway Engineer
Salem, Oregon

The subject project assessment submitted with Mr. Wimer's September 20, 1977 memorandum has been reviewed.

We concur with your finding that the proposed project constitutes a non-major action. We also concur with your traffic noise analysis.

The proposed standards, design and other specific details contained in the assessment will be subject to future reviews at the appropriate stage during the project development.

for G. L. Green

cc:
ODOT (Potter, Env Sec)
ODOT (Laux, Proj Mgmt & Oper)
OSHD (Reg 4, Fenton)

September 8, 1977

Umatilla County Board of Commissioners
Courthouse
Pendleton, OR 97801

MISC. CONTRACTS and
AGREEMENTS No. 6256

Attention: Jessie M. Bell
County Clerk

Gentlemen:

Attached for your files is a fully executed copy of an agreement concerning the Birch Creek (Sparks) Bridge Section of Coombs Canyon Road.

We are retaining a fully executed copy of this agreement for the Transportation Commission's files.

Very truly yours,

C. W. Head
COMMISSION SERVICES

kkr

Attachment

bc: Don Marwell (agreement attached)

July 8, 1977

TO: OREGON TRANSPORTATION COMMISSION

FROM: H. S. Coulter
State Highway Engineer

SUBJECT: Proposed Safer Off-System Roads Projects

The Office of Management and Budget has released $3,575,000 in federal funds to Oregon for the Safer Off-System Roads Program.

On the Consent Calendar for the July 19 meeting will be twenty eight requests for approval of SOS-R projects. These projects are divided into three groups and are listed as follows:

Portland Urbanized Area

Clackamas County has requested three projects to upgrade the existing road surface and provide adequate drainage on the: (1) River Road-Pacific Highway East Section of Vineyard Road ($82,000), (2) River Road-Pacific Highway East Section of Naef Road ($74,000), (3) River Road-Rose Lane Section of Boardman Avenue ($85,000).

Small Cities

Brownsville's request is for a $100,000 project to provide a 42-foot curbed section on a quarter-mile segment of Washburn Street.

Columbia City is requesting a project to widen and improve two segments of 6th Street, totaling 0.46 miles, estimated to cost $70,000.

A $100,000 project to provide all-weather streets in the downtown area is being requested by the City of Dufur.

Halfway's request is for a $100,000 project to improve segments of eleven streets totaling 1.44 miles.

The City of Harrisburg is requesting a $83,000 project to widen and improve sections of 6th, 8th, Quincy and Smith Streets.

A $100,000 project to widen and improve Serpentine Road, Eugene Street and 4th Street to a two-lane curbed facility is being requested by the City of Hood River.

The City of Molalla is requesting a $76,000 project to widen Cole Street to a 40-foot curbed section.

A $33,000 project to reconstruct a 0.38 mile segment of Commercial Avenue is being requested by the City of Nyssa.

Oakland's request is for a $75,000 project to widen and improve approximately 950 feet of 6th Street.

Prairie City is requesting a $100,000 project to widen portions of 12th, Hall, 6th, Williams and 3rd Streets.

Scappoose's request is for a $75,000 project to widen and improve a section of S.E. 6th Street to the Scappoose High School.

A $100,000 project to widen Gardner Road to a 40-foot curbed section is being requested by the City of Stayton.

The City of Sutherlin's request is for a $42,000 project to widen and improve approximatley 560 feet of N.E. Umatilla Street.

Counties and Road Districts

Columbia County is requesting a $225,000 project to replace the existing bridge across Clatskanie Slough on Erickson Road.

A $300,000 project to construct a structure across the South Fork of the Coquille River on Gaylord Road is the request from Coos County.

The request from Curry County is for a $258,000 project to widen a 0.87 mile segment of Lower Harbor Road.

Deschutes County's request is for a $450,000 project to provide a two-lane facility on Knott Road and to construct a structure across the Central Oregon Irrigation District Canal.

The Deschutes County Road District is requesting a $75,000 project to place a cinder base on Stellar Road and Solar Drive within the Deschutes River Recreation Homesites.

The request from Harney County is for a $150,000 project to construct a structure across the Silvies River on County Rd. No. 616 north of Burns.

Jackson County's request is for a $140,000 project to construct a concrete structure over Big Butte Creek on Crowfoot Road.

A $250,000 project to widen and improve a 1.35 mile section of Fall Creek Road is being requested by Lincoln County.

The request from Malheur County is for a $151,000 project to construct a structure across Jordan Creek on Jaca Road near Jordan Valley.

Umatilla County is requesting a $100,000 project to construct a structure over Birch Creek on Canyon Road approximately 5 miles south of Pendleton.

A $250,000 project to construct a structure across Five Points Creek on Hilgard Road is the request from Union County.

Federal Safer Off-System Roads funds for these projects are estimated at $2,822,720, with the local entities of government providing approximately $911,280 in match funds.

These projects have been investigated, and are eligible for funding under the Safer Off-System Roads Program. I recommend your approval of these projects and request authorization to sign the project agreements for and on your behalf.

Attachments

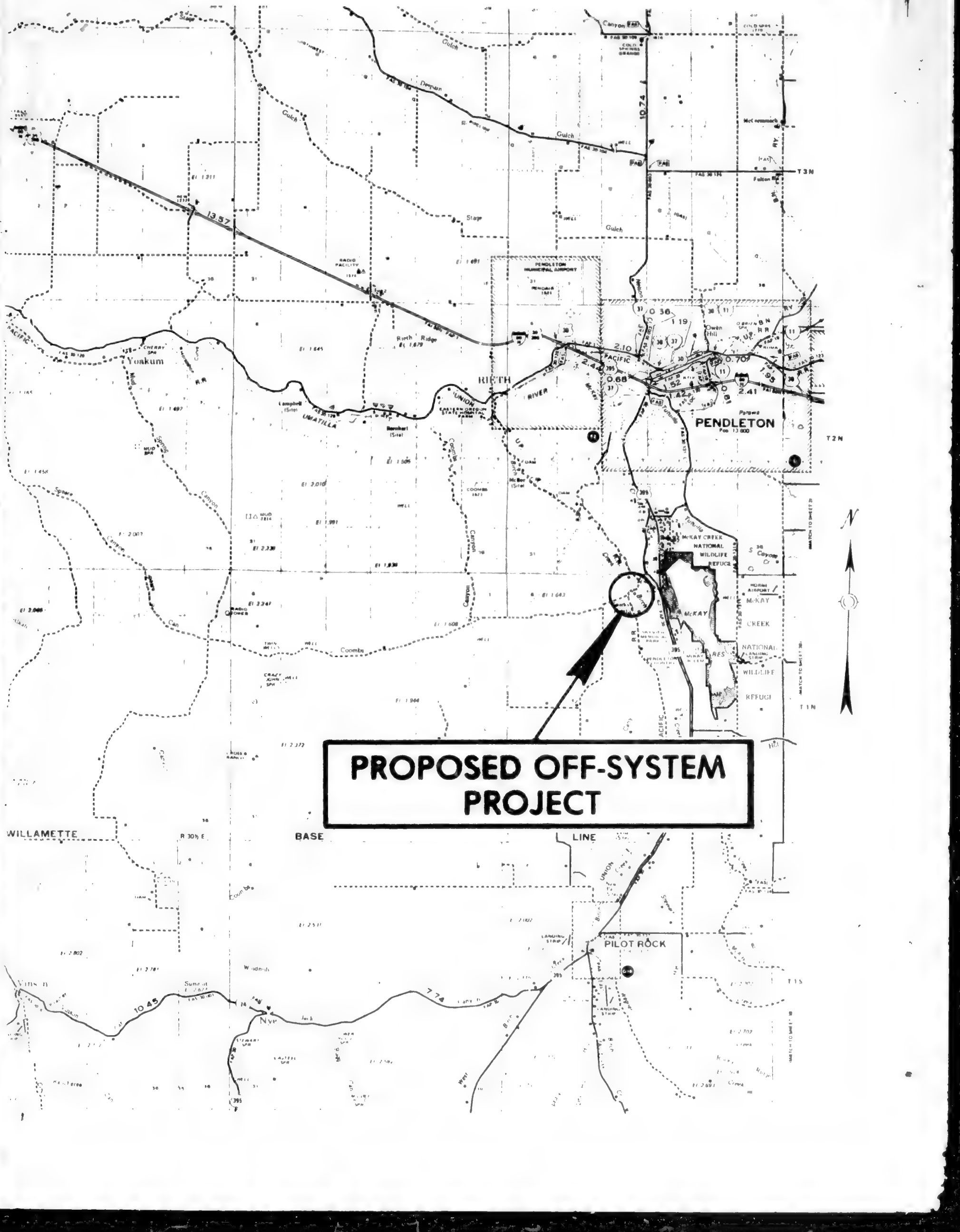
bc: R. A. Burco
C. W. Head
F. B. Klaboe
E. S. Hunter
R. L. Schroeder
R. N. Bothman
D. H. Moehring
L. E. George
J. H. Versteeg
F. E. Terpin
V. E. Skoog
L. W. Rulien
D. N. Harwell
George Bell
Max Klotz

UMATILLA COUNTY
Proposed SOS-R Project

Birch Creek (Sparks) Bridge
Canyon Road
Structure
$100,000

Replace the obsolete, light-frame bridge over Birch Creek on Canyon Road with a modern concrete structure. Umatilla County will construct the approaches.

State will design the structure at no cost to County and will perform the construction engineering as part of the project.


PROPOSED OFF-SYSTEM PROJECT
PENDLETON
Pop 13 800
RIETH
Yoakum
PILOT ROCK
McKAY CREEK NATIONAL WILDLIFE REFUGE
WILLAMETTE
BASE
LINE
T3N
T2N
T1N
T1S
N

ROBERT W. STRAUB
GOVERNOR

F. B. KLABOE
Administrator and
State Highway Engineer

# OREGON STATE HIGHWAY DIVISION

W. E. Schwartz
Regional Engineer

Region 5 Office .... La Grande, Oregon 97850 .... Phone 963-3177

October 15, 1976

The Hon. F. K. Starrett, Chairman
Board of Commissioners
Umatilla County
Courthouse
Pendleton, Oregon 97801

Dear Chairman Starrett:

RE: Proposed Off-System Project, Birch Creek (Sparks) Bridge Section

As you know, Congress has continued the Safer Off-System Road Program in the 1976 Highway Act; however, an appropriation bill funding the program was not acted upon prior to their recent adjournment.

Congress is not scheduled to reconvene until after January 1, 1977. The Highway Division cannot forward your project application to the Oregon Department of Transportation Commission for their action until Congress appropriates the funds. This delay is unavoidable on our part.

Appropriations of the funds may come at an early date or they could be delayed for some time. This could mean construction of your proposed project would be delayed until 1978.

Your request for the Highway Division to perform the necessary engineering on your project has been approved; however, no work may be performed until the project is fully approved by the Federal Highway Administration.

I will keep you advised of any developments.

Sincerely,

R. C. Lang
Regional Federal Aid Engineer

RCL:sh

cc Vern Cusack
Carlos Van Elsberg
H. N. Van Cleave
R. H. Prange

RECEIVED
COUNTY & CITY SECTION
OCT 18 1976
☐ ENGR. ☐ COOR. ☑ OE ☐ AE ☐ UE
☑ UPE ☐ CE ☑ RE ☐ RPE ☐

Form 81-734-3122

CSIC

FORM 81-734-3030

**OREGON STATE HIGHWAY DIVISION** FILE:

INTER-OFFICE CORRESPONDENCE

La Grande, Oregon

September 14, 1976

FROM: R. C. Lang
Regional Federal Aid Engineer

SUBJECT: Birch Creek(Sparks) Br.
Canyon Road
Off-System Project, No. OS-3000(1)
Umatilla County

TO: R. H. Prange
County/City Unit

S A L E M

Attached is Project Application and Environmental Assessment covering the above project.

You will note the County has requested the Highway Division to perform the necessary engineering on the project. Also, the original estimate of cost did not allow for preliminary engineering. The cost figure has been revised to include P. E. monies ($70,000). Authority for Survey No. 1 is attached showing the estimated field charges. Design of the structure is to be provided by the Highway Division under O. R. S. 369.210 at no cost to the County.

(? #7,000

The draft Environmental Assessment has been reviewed and ammended as necessary by the Region.

Please place the project in line for funding and advise when the project is approved.

RCL/dlm
Attachments

cc: Carlos Van Elsberg
Verne Allen
H. N. Van Cleave
Harlin Gerlach

7-21-77
ASSESSMENT
TO POTTER.
✓

RECEIVED
COUNTY & CITY SECTION
SEP 15 1976
ENGR. COOR. UE AE UE
UPE CE RE RPE

Form E-39 (Rev. 9-71)

BCB 001

12

OREGON STATE HIGHWAY DIVISION

# AUTHORITY FOR SURVEY

Section Birch Creek (Sparks) Bridge

Highway Canyon Road OS-3000(1)

County Umatilla

Date September 10, 19 76

Authorization No. 1

Survey Prefix 230-1946
(Assigned by Salem office)

Description of termini, route, length, etc.:

From MP 0.25 ± to MP 0.35 ± on Canyon Road.

OS-3000(1)

Purpose of survey:

To prepare vicinity map and obtain foundation data necessary to design replacement structure. (Bridge design to be furnished by State at no cost to county under provisions of ORS 369.210)

Estimate of cost:

| | | |
|---|---|---|
| Field | 901 | 2,500 |
| Plans | 905 | 300 |
| ~~Str. Design~~ | ~~906~~ | ~~3,500~~ |
| Soils | 910 | 200 |
| Hydraulics | 918 | 500 |
| Specifications | 921 | 500 |
| Found. Expl. | 926 | 2,500 |

RECEIVED
COUNTY & CITY SECTION
SEP 15 1976
☐ ENGR. ☐ CSSR. ☐ CF ☐ AE ☐ UE
☐ UPE ☐ CE ☐ RE ☐ RPE ☐

INSTRUCTIONS

Submit four copies to Salem. After approval by the Assistant State Highway Engineer, one copy will be sent to the Regional Engineer and one copy to the Resident Engineer.

This form does not constitute authority for making survey until approved and returned.

Submit separate order for each survey.

Total estimated cost of survey . . . . . $ 6,500

Previous authorization . . . . . .

Additional authorization requested . . . . .

Additional authorization approved (Salem) . .

Total all authorizations approved (Salem) . .

Requests made by:

Regional Federal Aid Engineer XXXXXXXXX

Recommended for Approval:

Regional Engineer

Recommended for Approval:

Location Engineer

Approved:

Deputy Assistant State Highway Engineer

OFFICE ENGINEERING SECTION
F.A. P. E. APPR. 12-15-77
FED. AID OS STATE

SP*23604-734

Rev. 10/29/75

COUNTY ROAD ~~FAS~~ PROJECT REQUEST OFF-System

Name of County Umatilla FAS No. _____ Date September 7, 1976
County Road Name Sparks Station
Section Name Birch Cr. (Sparks) Bridge
Type of Project Off-System (Bridge Replacement)
Location of Project (Attach sketch map) _____
ADT 200 Design Speed _____

Is this request for county bridge design only? Yes X No _____
county FAS bridge design? Yes _____ No X
Will County hire consultant for this project? Yes _____ No X

I. PROPOSED ROAD PROJECT DATA

1. Traveled Surface: Type _____
(AC, Pug Cold Mix, Penetration Mat)
Total Travel Width _____

2. Shoulders: Type _____
(AC, Pug Cold Mix, Oil Mat)
Width Each Side _____ Total Top Width _____

3. Grading and Drainage:
By County _____ County Date of Completion _____ By Contract _____

4. Bottom Base Course:
By County _____ County Date of Completion _____ By Contract _____
Has base design been given to County? Yes _____ No _____
Will it be furnished? Yes _____ No _____

5. Leveling Course:
By County _____ County Date of Completion _____ By Contract _____

6. Binder Course:
By County _____ County Date of Completion _____ By Contract _____

7. Traveled Surface and Shoulders:
By County _____ County Date of Completion _____ By Contract _____

8. Clearing:
By County _____ County Date of Completion _____ By Contract _____

9. Curbs:
Curbs Required? Yes _____ No _____
Type Desired _____
(rolled, exposure, monolithic, special county standard, etc.)
Width Between curbs _____

RECEIVED
COUNTY & CITY SECTION
SEP 15 19-
ENGR. COOR. CE AE
UPE CE RE

10. Pedestrian Walkway and Bicycle Trails:
Are walkways or trails desired? Yes_____ No_____
If answer is No, which of the following applies?
Contrary to public safety_____ Cost excessive to need or use_____
Sparse population_____ Area exempt from bike law_____
What is desired width of trail or walkway_____ft.
What type of surface treatment is desired_____
(PCC, AC, gravel, pug cold mix)
Will trail or walkway be contiguous to travel lane? Yes_____ No_____
What type of separation from roadway will be used?_____
_____
(curb, guardrail, painted line, median)
Will trail or walkway occupy both sides of roadway? Yes_____ No_____
(Typical section of pedestrian walkway or bike trail showing relative position in relation to roadway should accompany application.)

11. Are there any structures to be replaced or altered? Yes_____ No_____

12. Will replacement be by: County_____ Contract_____
(NOTE: If by contract, fill out bridge project data on pages 3 and 4.)

13. Will County adjust structure to new grade? Yes_____ No_____

14. Will County adjust structure to additional width? Yes_____ No_____

15. Will adjusted width be standard? Yes_____ No_____
(NOTE: Standard width of structure is traveled way plus full shoulders.)

16. Does County wish rounding of cutbanks? Yes_____ No_____

17. Does County wish sight posts installed? Yes_____ No_____

18. Does County wish State to permanently stripe project? Yes_____ No_____

19. Will County do striping? Yes_____ No_____

20. Does County wish guardrail installed? Yes_____ No_____
By County_____ Contractor_____
(NOTE: Guardrail, as shown on the plans, must be installed before FHWA will accept completed project.)

21. Does County wish permanent erosion control? Yes_____ No_____
By seeding and mulching Yes_____ No_____
By rock blanket Yes_____ No_____
(NOTE: Where temporary erosion control is necessary, it must be done by Contractor.)

22. Can road be closed during construction? Yes_____ No_____

23. Can through traffic be detoured? Yes_____ No_____

24. Must new detour be constructed? Yes_____ No_____

25. Will detour be constructed and maintained by County? Yes_____ No_____

26. Will detour be constructed & maintained by Contractor? Yes_____ No_____

27. Will County sign project outside work area during construction? Yes_____ No_____

28. Will Contractor sign project outside work area during construction? Yes_____ No_____

29. Should contract provide for permanent signing? Yes_____ No_____

30. Should State do permanent signing? Yes_____ No_____

31. Will traffic signals be required? Yes_____ No_____
If yes, give location and type desired_____

32. Is project contingent upon other factors? Yes_____ No_____
(Such as construction and timing, cooperative project by County, tie-in with other projects, etc.)
If yes, explain_____

33. Existing facility - Total top width _____
Travelway width and surface _____, _____
Shoulder width and surface _____, _____

Remarks re Section I:_____

## II. BRIDGE PROJECT DATA

1. Name of river or stream Birch Creek

2. Name of bridge Sparks

3a. Dimensions of existing bridge. Length 51' Roadway Width 20' Type Steel "A" Frame
b. Dimensions of existing approaches. Type Gravel Width 20' Shoulders 2'

4. Type of design and material used in existing bridge. Steel "A" Frame with steel floor beams, timber stringers and decking. Concrete backwalls.

5. Location (please attach map with location marked): SW 1/4, NE 1/4
Section 4 Township 1 N Range 32 E. W.M.

6. Desired width of proposed bridge 28' Approx. length 50'
(NOTE: Standard width of FAS structure is traveled way plus full shoulders.)

7. Are sidewalks desired? Yes_____ No X
Upstream_____ Downstream_____ Width_____

8. Does County wish a particular type of bridge design? Yes X No_____
(Such as concrete, steel, or timber structure; concrete, steel, or timber piling; etc.) concrete

(NOTE: County must place wearing surface on slab deck structures unless otherwise declared.)

9. Will County furnish any materials for bridge? Yes_____ No X
Explain_____

10. Foundation Testing: By County? Yes_____ No_____
By State? Yes_____ No_____

11. Will County close road during construction? Yes X No_____

12. Can presently established road be used as detour? Yes_____ No X

13. Must a new detour be constructed? Yes_____ No X

14. Will detour be constructed & maintained by County: Yes_____ No X

15. Will detour be constructed & maintained by Contractor? Yes_____ No X

16. Will County sign project outside work area during construction? Yes_____ No X

17. Will Contractor sign project outside work area during construction? Yes X No_____

18. Approaches or Connections: By County? Yes X No_____
By Contractor? Yes_____ No X
Traveled surface: Type Gravel Width 24'
Shoulder surface: Type Gravel Width 4'
(NOTE: Approach fills for pile bent structures must be in place prior to bridge construction.)

19. Are there any side approaches into main roadway within 200 feet of structure? Yes_____ No X

N.W. quadrant distance from structure_____
N.E. quadrant distance from structure_____
S.W. quadrant distance from structure_____
S.E. quadrant distance from structure_____

20. Guardrail: Desired on approaches or connections: Yes X No
By County Contractor
Right side only? Yes X No
Both sides? Yes No
(NOTE: Safety standards require that guardrails be attached to and extend continuously from structure railings. Also, County's approach work must be completed immediately so as not to hinder the contractor's guardrail installation or otherwise delay contract completion. Guardrail must be installed before FHWA will accept completed project.)

21. Existing Structure: Remain in place? Yes No X
Use for detour? Yes No X
Removed by County? Yes No X
Removed by Contractor? Yes X No
Salvaged by Contractor for County? Yes X No
(NOTE: If existing bridge salvaged by Contractor for County, County must pay 100% of salvage value of structure.)

22. If riprap or rock blanket required to be:
By County? Yes No X
By Contractor? Yes X No

23. Will any of the following utilities be attached to this structure?
a. Water mains: Yes No X Size
Company
b. Sanitary sewer mains: Yes No X Size
Company
c. Storm sewer: Yes No X Size
Company
d. Gas mains: Yes No X Size
Company
e. Power lines: Yes No X Size
Company
f. Telephone lines: Yes No X Size
Company
g. Other Utilities: None

24. Does County wish provisions made for future utility attachment to structure? Yes No X

25. Does County wish lightpost bases and conduit installed? Yes No X

26. Does County wish complete job of illumination in project? Yes No X

27. Is project contingent upon other factors? Yes X No
(Such as construction and timing, cooperative project by County, tie-in with outside projects, etc.)

If yes, explain: Wheat Harvest

28. Existing roadway on either side of bridge:

| | | | |
|---|---|---|---|
| N or (E) Side - | Travelway surface and width | 10' | 10' |
| | Shoulder surface and width | | |
| S or W Side - | Travelway surface and width | 10' | 10' |
| | Shoulder surface and width | | |

Remarks re Section II:

## III. SURVEY DATA

1. Survey, including bridge and railroad vicinity maps, to be done:
   By State? Yes X No
   By Consultant? Yes No
   By County? Yes No
   (NOTE: a. If project is cancelled, County must pay for survey.
   b. Early determination of any deviation from standards is essential, so that concurrence by FHWA may be obtained.)

2. Does County have any survey data? Yes No X

3. Construction plans and specifications to be prepared:
   By State? Yes X No
   By Consultant? Yes No
   By County? Yes No

4. Does County desire center line to be permanently monumented as part of project? Yes No X

5. Does County desire right-of-way to be permanently monumented as part of project? Yes No X
   (NOTE: Right-of-way monumenting will necessitate special programming.)

Remarks re Section III:

(NOTE: Projects for which Preliminary Survey Plans and Estimates only are requested must be constructed within a five-year period, or all funds expended other than County funds must be refunded to State.)

IV. RIGHT-OF-WAY AND UTILITIES DATA

1. What is width of existing right of way? Maximum 40' Minimum 40'

2. Is any additional right of way needed? Yes____ No ?
(If answer is Yes, a hearing must be offered.)

3. Will County acquire right of way and have State review negotiations? Yes X No____

4. Should State negotiate and acquire right of way in behalf of County? Yes____ No X

5. Should State prepare options? Yes____ No____

6. Should material source site be included in right-of-way descriptions? Yes____ No X

7. Is there any merchantable timber or right of way? Yes____ No X

8. Will timber be reserved for owner? Yes____ No X
If removed by County or individual, must be done prior advertisment for bids.
If removed by contractor for owner, the County must pay 100% removal costs or pay State value of timber.

9. Will timber become property of contractor? Yes____ No X

10. Is a hearing necessary? Yes____ No X
(NOTE: If significant amounts of right of way are acquired an opportunity for a hearing must be afforded.)

11. Are there any affected utilities (electric, water, gas, sewer, etc.) on private land? Yes____ No X
If yes, give type and name of utility company:_____

12. Are there any affected utilities (electric, water, gas, sewer, etc.) on existing right of way? Yes____ No X
If yes, give type and name of utility company:_____

13. Are utilities on existing right of way by permit X or by franchise____
(NOTE: County must move all utilites on present right-of-way.)

14. Are there any irrigation facilities? Yes____ No X
If yes, give name of irrigation company or district_____
and dates between which water can be turned off: From_____
To_____

15. Are there any railroad crossings? Yes____ No X

16. Name of Railroad _____

17. Number of tracks: Mainline _____ Siding _____ Total _____

18. Sight Distance: _____ (Left) _____ (Right)

19. Number of Trains: Passenger _____ Speed _____
Freight _____ Speed _____

20. Angle of Intersection: _____

21. Type of Existing Crossing: Grade ____ Overcrossing ____ Undercrossing ____

22. Existing Protection:
Advance warning signs _____ Automatic flashing _____ Stop Signs _____
Crossbucks _____ Automatic bell _____ Gates _____

23. Proposed Protection: _____
_____

24. Are there to be stopping lanes for buses and trucks, etc.? Yes _____ No X

25. Will railroad crossing be altered: Yes _____ No _____
If yes, specify: _____

26. Traffic Control Signing:
To be part of project? Yes _____ No X
By County? Yes X No _____
By State at County expense? Yes _____ No _____
(NOTE: These signs must be in place prior to acceptance.)

27. Striping:
To be part of project? Yes _____ No X
By County? Yes _____ No _____
By State at County expense? Yes _____ No _____

28. Does County wish State to prepare P.U.C. hearing date? Yes _____ No X

29. Will P.U.C. application be made by State _____ or County _____?
(NOTE: County must plead or argue its own case at all P.U.C. hearings.)

30. Will there be any displaced persons from farms, homes, or business requiring relocation assistance? Yes _____ No X

Remarks re Section IV: _____
_____
_____
_____

V. MATERIAL SOURCES DATA

1. Gravel_____ Quarry X Cinders_____
2. Owner: County_____ State_____ Private X Other_____
3. Location:_____ Section_____ Township_____ Range_____ W.M.
4. If County lease, what are royalty payments?_____
5. Materials furnished by County: Borrow_____ Select Topping_____
   Base Course_____ Level Course_____ Mineral Aggregates_____
   Location_____
   Miscellaneous Items_____

Remarks re Section V:_____

VI. FINANCIAL DATA

1. Estimated Cost: $ ~~63,000~~ $100,000 ~~56,000.00~~
2. Available FAS Funds $_____
3. Does County wish advancement of future Federal funds? Yes_____ No_____
   Amount_____
4. Date match money is available Immediately
5. Will there be any 100% County money? Yes_____ No X
6. Maximum amount of 100% County money available: $_____
7. Date County request letting: As soon as possible.

Remarks re Section VI: Estimated P.E. Costs & Less excluding advertisement for bids printing of Plans. Bridge design at no cost to County

VII. ACTION PLAN REQUIREMENTS

During project development for Category 1, 2 and 3 projects, the county shall perform and document responsibilities as found indexed on pages 51 and 52 of the Oregon Action Plan, particularly Citizen Involvement and Participation; Environmental Aspects; and Public Hearing Requirements.

The OSHD Region Engineer will provide assistance, liaison, and monitoring for these activities.

Responsible local office and party to be contacted for the following activities:

1. Citizen Involvement — Carlos Van Elsberg, Umatilla Co. Roadmaster / Office
2. Environmental — " " / Office
3. Public Hearing — " " / Office

Remarks re Section VII: _____

UNUSUAL OR COMPLICATED CIRCUMSTANCES: _____

This application is the express desire of the County.

This application is not complete without an attached exhibit showing location of project.

By E. K. Stowell
County Judge or Comm. Chairman

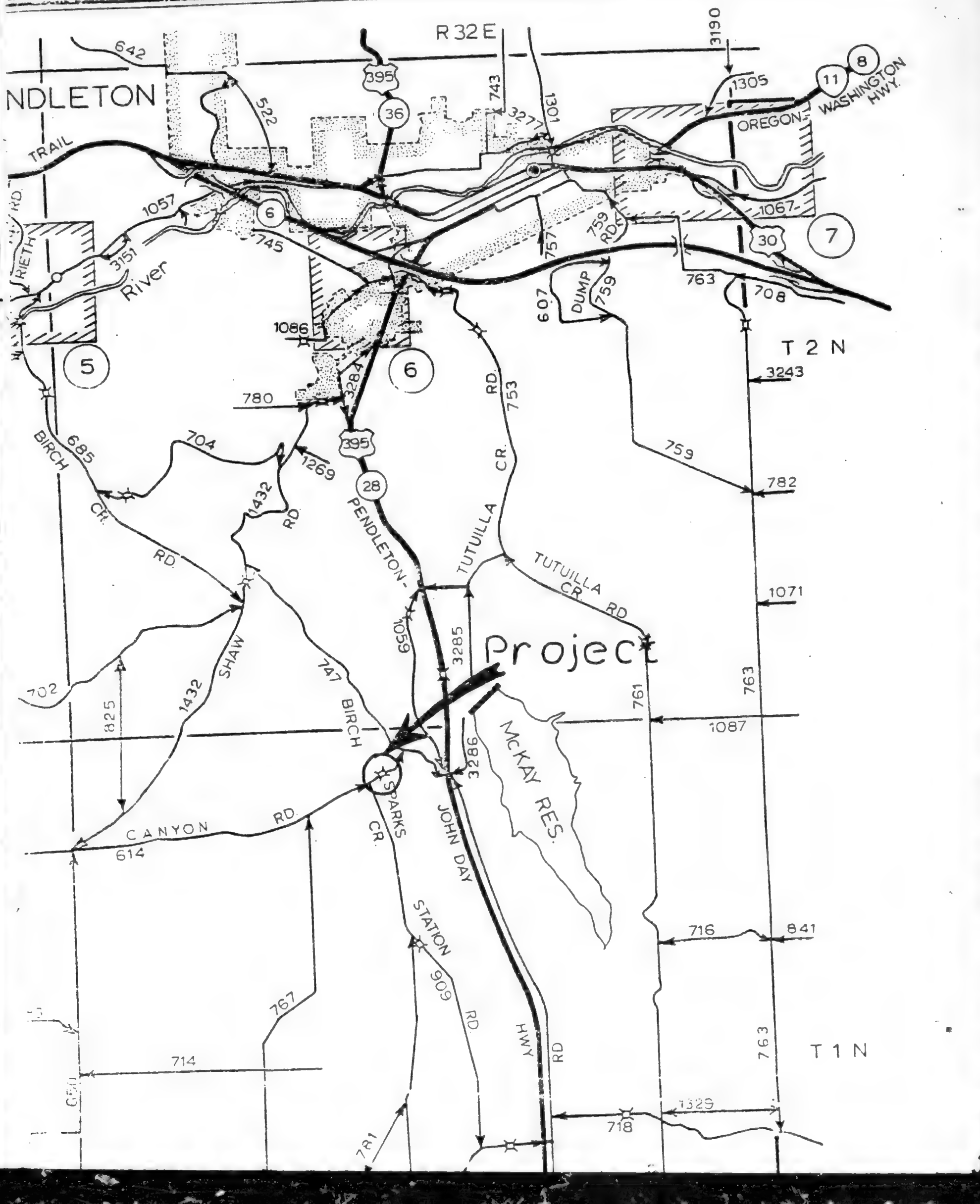
By Barbara Lamar
County Commissioner

By Raymond Brown
County Commissioner

By Carlos Van Elsberg
County ~~Engineer of~~ Roadmaster

County Umatilla

Date 9-7-76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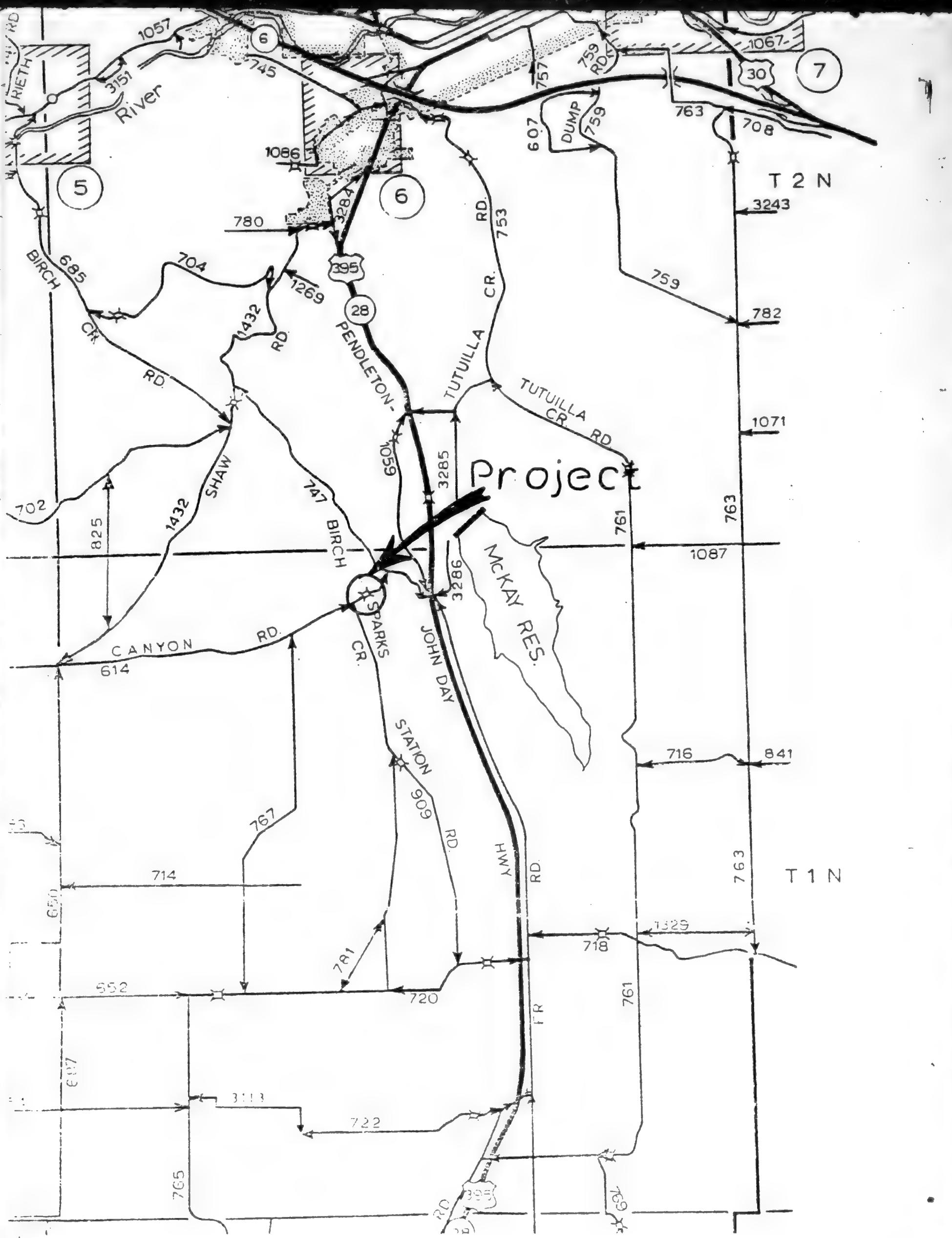
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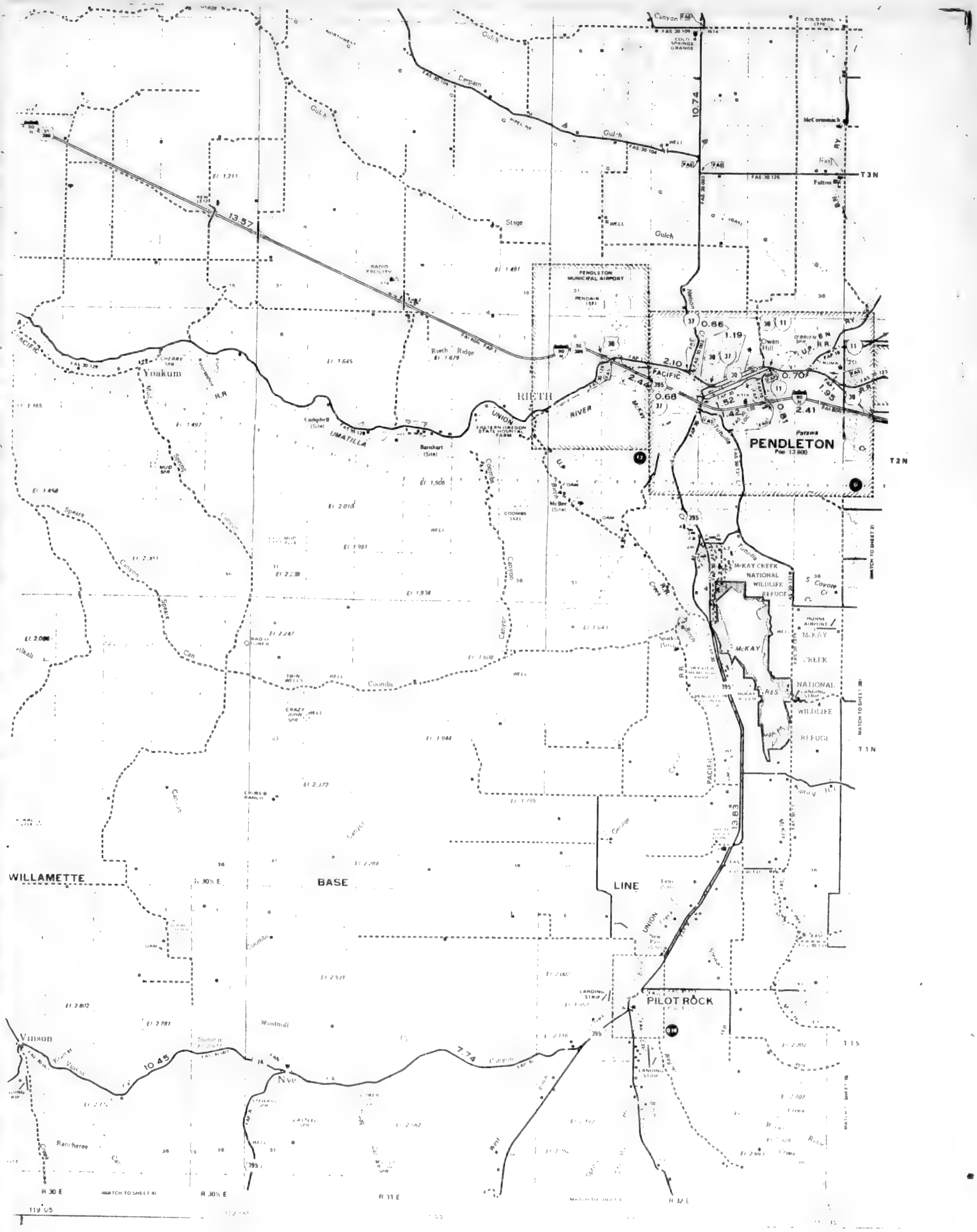
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RADIO FACILITY
Owen Hill
Parsons
Tutuilla
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McKAY CREEK NATIONAL WILDLIFE REFUGE
Coyote Cr
Campbell (Site)
Barnhart (Site)
McBee (Site)
Coombs
Crazy John Spr
Crosses Ranch
Windmill
Rancheree
Vinson
Nye
Summit
Spears
Canyon
Creek
Spring
Mud Spr
Cabin
Well
Dam
Landing Strip
UNION PACIFIC R.R.
O.W.R.N. R.R.
FACILITY
EASTERN OREGON STATE HOSPITAL FARM
COLD SPRINGS GRANGE
McCormmach
Fulton
O'Brien Spr
Kuna
Coyote Cr
Mohne Airport
FAS 30 109
FAS 30 104
FAS 30 120
FAS 30 123
FAS 30 128
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1980 Yaquina Bay, 9149
Dolphin repair

Smead
No. 2-152-5L
...INGS, MN - LOS ANGELES
...ON - McGREGOR, TX U.S.A.

VICTOR ATIYEH
GOVERNOR

# *Department of Transportation*
## HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

MAI
1820

In Reply Refer to
File No.:

November 28, 1980

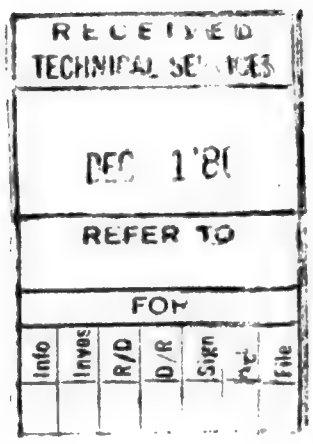
Commander
13th Coast Guard District
Aids to Navigation Branch
Federal Building
915 Second Avenue
Seattle, WA 98174

Yaquina Bay Bridge
Newport, Oregon
Oregon Coast Highway
River Mile 0.7, Bridge 1820

Maintenance work on the Yaquina Bay Bridge has been completed. All restrictions to navigation clearances caused by this work has been removed.

Walter J. Hart
Bridge Engineer

cc E. S. Hunter
C. O. Fredrickson




Form 734-3122

CON 5

September 12, 1980

Mr. Darrell Ralls, Director
Department of General Services
1225 Ferry Street S.E.
Salem, OR 97310

Attention: Jan Yarnell
Purchasing Division

Dear Mr. Ralls:

Emergency Repairs on Yaquina Bay Bridge Dolphins

On March 3, 1980, a barge severely damaged the pier protection, or dolphins, on the Yaquina Bay Bridge on the Oregon Coast Highway at Newport. An inspection of the dolphins revealed that the damage was mainly underwater. The Highway Division Bridge Section estimated that repairs to the dolphins would cost $90,000.

The dolphins were damaged to such an extent that they provided no protection for the bridge pier from Yaquina Bay shipping traffic. Another collision could have destroyed the bridge pier thereby causing grave damage to the bridge itself and endangering the traveling public. Such circumstances constituted an emergency. ORS 279.015(3) and PCRB Rule #127-10-030 authorize an agency to let a public contract without competitive bidding if an emergency exists. The authority to determine that an emergency exists, and to approve any needed repairs to make the highway safe, has been delegated to me by the Transportation Commission. On April 22, 1980, I made such a determination and gave the Assistant State Highway Engineer for Maintenance approval to proceed with the necessary repairs.

Coast Marine Construction was the only company capable of doing this work available to do the work immediately.

Sincerely,

H. S. Coulter
State Highway Engineer

JB:ji jh
bc: R. L. Schroeder

OREGON STATE HIGHWAY DEPARTMENT

TO: H.S. COULTER
STATE HIGHWAY ENGINEER

SUBJECT: REVIEW OF CONTRACT TO REPAIR DOLPHINS AT YAQUINA BAY BRIDGE

FROM: JACK BRYAN
MAINTENANCE OFFICE COORDINATOR

DATE: 9/10/80

SCOTT:

I'M SORRY TO BOTHER YOU WITH THIS, BUT JAN YARNELL, CONTRACTS MANAGER, DEPARTMENT OF GENERAL SERVICES, INSISTS THAT IT IS REQUIRED.

IN LIEU OF A RESOLUTION FROM THE TRANSPORTATION COMMISSION, A STATEMENT FROM THE AGENCY'S EXECUTIVE OFFICER WILL SUFFICE.

THANK YOU

RECEIVED
STATE HWY ENGR
SEP 11 '80
REFER TO
FOR
Info | Invest | R'D | D'R | Sign | Act | File

Jack Bryan
(SIGNATURE)

PLEASE REPLY HERE

CC: _____ (SIGNATURE) _____ (DATE)

1. SENDER SHOULD DETACH SHEET NO. 4 AND HOLD UNTIL REPLY IS RECEIVED, LEAVING 1ST 2 CARBONS INTACT.
2. ADDRESSEE SHOULD REPLY, DETACHING SHEETS, RETAINING SHEET NO. 1 AND RETURNING SHEET NO. 3 TO SENDER.
3. SHEET NO. 2 MAY BE USED AS INFORMATIONAL CARBON COPY OR DESTROYED.

1

VICTOR ATIYEH
GOVERNOR

*Department of General Services*

# PURCHASING DIVISION

GENERAL SERVICES BUILDING, SALEM, OREGON 97310 PHONE (503) 378-4642

September 2, 1980

NOTED
H. S. COULTER

H. S. Coulter
State Highway Engineer
Transportation Bldg.
Salem, OR 97310

Re: Emergency Repairs
Yaquina Bay Bridge Dolphins

Dear Mr. Coulter,

We have received the information submitted on the subject bridge repairs.

The documents submitted do not include emergency declaration required. In accordance with "OAR 127-10-030, Emergency Contracts" please submit a resolution of emergency conditions as set forth in paragraph 2. A copy of the OAR is enclosed for your reference.

Your immediate attention to this matter will aid in reporting this contract to the Public Contract Review Board in a timely manner.

Sincerely,

Jan Yarnell
Contracts Manager

JY/sd
encl.

cc: George Ascherl
Mike Gander

RECEIVED
STATE HWY ENGR
SEP 4'80
REFER TO
FOR
Info | Invest | R/D | E/R | Sign | Act | File

## DIVISION 10

## CONTRACTS EXEMPT FROM COMPETITIVE BIDDING AND REQUIREMENTS CONTRACTS

**Exemptions and Definitions**

**127-10-010** All public contracts shall be based upon competitive bidding except the following:

(1) Contracts made with other public agencies or the federal government.

(2) Contracts which are exclusively for personal services. Such contracts may include incidental materials such as written reports, architectural or engineering renderings and similar supplemental materials.

(3) Contracts specifically exempt under the following provisions of these rules:

(a) Rule 127-10-020 — Exemption of Contracts Under Certain Dollar Amounts.

(b) Rule 127-10-030 — Emergency Contracts.

(c) Rule 127-10-040 — Contracts For Price Regulated Items.

(d) Rule 127-10-050 — Copyrighted Materials.

(e) Rule 127-10-070 — Institutional Bookstores.

(f) Rule 127-10-080 — Advertising Contracts.

(g) Rule 127-10-090 — Investment Contracts.

(h) Rule 127-10-100 — Purchases Under Requirements Contracts.

(i) Rule 127-10-120 — Single Seller of Product Required.

(j) Rule 127-10-130 — Data Processing Contracts.

(k) Rule 127-10-140 — Insurance Contracts.

(l) Rule 127-10-145 — Affirmative Action Contracts.

(m) Rule 127-10-150 — Contract Amendments (Including Change Orders and Extra Work).

(n) Rule 127-10-160 — Specific Exemptions.

(4) As used in this section:

(a) "Competitive bidding" means the solicitation by the public contracting agency of competitive offers which follow the formal process for advertising, bid, and bid opening required by ORS Chapter 279, and applicable rules of the Public Contract Review Board;

(b) "Competitive quotes" means the solicitation of offers by the public contracting agency from competing vendors. The solicitation may be by advertisement or by the public contracting agency initiating a request to vendors to make an offer. The solicitation and the offer may be in writing or oral.

Stat. Auth.: ORS Ch. 279
Hist: PCRB 1, f. 12-23-75, ef. 1-1-76; PCRB 6, f. & ef. 4-8-76

**Exemption of Contracts Under Certain Dollar Amounts**

**127-10-020** (1) Public contracting agencies may, in their discretion, let public contracts for the purchase of goods, materials, and supplies which contain no element of personal service, except personal service in connection with the repair and maintenance of office equipment, without competitive bidding if the agency has determined that the awarding of the contract without competitive bidding will result in cost savings and the following conditions are complied with:

(a) The amount of the contract does not exceed $10,000, is for a single project, and is not a component of or related to any other project.

(b) When the amount of the contract does not exceed $500, the public contracting agency should, where feasible, obtain competitive quotes.

(c) When the amount of the contract is more than $500 but less than $10,000, the public contracting agency must obtain a minimum of three competitive quotes. The public contracting agency shall keep a written record of the source and amount of the quotes received. If three quotes are not available a lesser number will suffice provided that a written record is made of the effort to obtain the quotes.

(d) No contractor may be awarded in the aggregate within the fiscal year contracts in excess of $30,000 without competitive bidding. In computing the aggregate under this subsection, awards under $500 shall not be included.

(2) Public contracting agencies may, in their discretion, let public contracts for construction, maintenance, repair, or any contract containing an element of personal service (other than contracts for repair and maintenance of office equipment which are covered under section (1) and contracts for road, highway, or parking lot maintenance covered under section (3)) without competitive bidding if the agency has determined that the awarding of the contract without competitive bidding will result in cost savings and the following conditions are complied with:

(a) The amount of the contract does not exceed $5,000, is for a single project, and is not a component of or related to any other project.

(b) When the amount of the contract does not exceed $500, the public contracting agency should, where feasible, obtain competitive quotes.

(c) When the amount of the contract is more than $500 but less than $5,000, the public contracting agency must obtain a minimum of three competitive quotes. The public contracting agency shall keep a written record of the source and amount of the quotes received. If three quotes are not available, a lesser number will suffice provided that a written record is made of the effort to obtain the quotes.

(d) No contractor may be awarded in the aggregate within the fiscal year contracts in excess of $20,000 without competitive bidding. In computing the aggregate under this subsection, awards under $500 shall not be included.

(3) Public contracting agencies may in their discretion let public contracts, not to exceed $25,000, for road, highway, or parking lot maintenance without competitive bidding if the public contracting agency obtains a minimum of three competitive quotes. The public contracting agency shall keep a written record of the source and amount of the quotes received. If three quotes are not available, a lesser number will suffice provided a written record is made of the effort to obtain the quotes.

Stat. Auth.: ORS Ch. 279
Hist: PCRB 1, f. 12-23-75, ef. 1-1-76; PCRB 2, f. & ef. 2-19-76; PCRB 6, f. & ef. 4-8-76; PCRB 4-1979, f. & ef. 1-3-79; PCRB 13-1979, f. & ef. 4-2-79

**Emergency Contracts**

**127-10-030** (1) Public contracting agencies may, in their discretion, let public contracts without competitive bidding if an emergency exists and the emergency consists of circumstances that could not have been reasonably foreseen and requires prompt execution of a contract to remedy the condition.

(2) Public contracting agencies, required to act by governing body, shall adopt, by majority vote, a resolution indicating the existence of the emergency stating with specificity the emergency conditions necessitating the prompt execution of the contract. The public contracting agency shall immediately forward to the Public Contract Review Board a copy of the resolution together with a statement of the amount of the contract and the name of the contractor.

(3) Public contracting agencies with a single executive officer must make detailed written findings describing the emergency conditions necessitating prompt execution of the contract. A copy of the findings together with the amount of the contract and the name of the contractor shall be immediately forwarded to the Public Contract Review Board.

DIVISION 10

## CONTRACTS EXEMPT FROM COMPETITIVE BIDDING AND REQUIREMENTS CONTRACTS

**Exemptions and Definitions**

**127-10-010** All public contracts shall be based upon competitive bidding except the following:

(1) Contracts made with other public agencies or the federal government.

(2) Contracts which are exclusively for personal services. Such contracts may include incidental materials such as written reports, architectural or engineering renderings and similar supplemental materials.

(3) Contracts specifically exempt under the following provisions of these rules:

(a) Rule 127-10-020 — Exemption of Contracts Under Certain Dollar Amounts.

(b) Rule 127-10-030 — Emergency Contracts.

(c) Rule 127-10-040 — Contracts For Price Regulated Items.

(d) Rule 127-10-060 — Copyrighted Materials.

(e) Rule 127-10-070 — Institutional Bookstores.

(f) Rule 127-10-080 — Advertising Contracts.

(g) Rule 127-10-090 — Investment Contracts.

(h) Rule 127-10-100 — Purchases Under Requirements Contracts.

(i) Rule 127-10-120 — Single Seller of Product Required.

(j) Rule 127-10-130 — Data Processing Contracts.

(k) Rule 127-10-140 — Insurance Contracts.

(l) Rule 127-10-145 — Affirmative Action Contracts.

(m) Rule 127-10-150 — Contract Amendments (Including Change Orders and Extra Work).

(n) Rule 127-10-160 — Specific Exemptions.

(4) As used in this section:

(a) "Competitive bidding" means the solicitation by the public contracting agency of competitive offers which follow the formal process for advertising, bid, and bid opening required by ORS Chapter 279, and applicable rules of the Public Contract Review Board;

(b) "Competitive quotes" means the solicitation of offers by the public contracting agency from competing vendors. The solicitation may be by advertisement or by the public contracting agency initiating a request to vendors to make an offer. The solicitation and the offer may be in writing or oral.

Stat. Auth.: ORS Ch. 279
Hist: PCRB 1, f. 12-23-75, ef. 1-1-76; PCRB 6, f. & ef. 4-8-76

**Exemption of Contracts Under Certain Dollar Amounts**

**127-10-020** (1) Public contracting agencies may, in their discretion, let public contracts for the purchase of goods, materials, and supplies which contain no element of personal service, except personal service in connection with the repair and maintenance of office equipment, without competitive bidding if the agency has determined that the awarding of the contract without competitive bidding will result in cost savings and the following conditions are complied with:

(a) The amount of the contract does not exceed $10,000, is for a single project, and is not a component of or related to any other project.

(b) When the amount of the contract does not exceed $500, the public contracting agency should, where feasible, obtain competitive quotes.

(c) When the amount of the contract is more than $500 but less than $10,000, the public contracting agency must obtain a minimum of three competitive quotes. The public contracting agency shall keep a written record of the source and amount of the quotes received. If three quotes are not available a lesser number will suffice provided that a written record is made of the effort to obtain the quotes.

(d) No contractor may be awarded in the aggregate within the fiscal year contracts in excess of $30,000 without competitive bidding. In computing the aggregate under this subsection, awards under $500 shall not be included.

(2) Public contracting agencies may, in their discretion, let public contracts for construction, maintenance, repair, or any contract containing an element of personal service (other than contracts for repair and maintenance of office equipment which are covered under section (1) and contracts for road, highway, or parking lot maintenance covered under section (3)) without competitive bidding if the agency has determined that the awarding of the contract without competitive bidding will result in cost savings and the following conditions are complied with:

(a) The amount of the contract does not exceed $5,000, is for a single project, and is not a component of or related to any other project.

(b) When the amount of the contract does not exceed $500, the public contracting agency should, where feasible, obtain competitive quotes.

(c) When the amount of the contract is more than $500 but less than $5,000, the public contracting agency must obtain a minimum of three competitive quotes. The public contracting agency shall keep a written record of the source and amount of the quotes received. If three quotes are not available, a lesser number will suffice provided that a written record is made of the effort to obtain the quotes.

(d) No contractor may be awarded in the aggregate within the fiscal year contracts in excess of $20,000 without competitive bidding. In computing the aggregate under this subsection, awards under $500 shall not be included.

(3) Public contracting agencies may in their discretion let public contracts, not to exceed $25,000, for road, highway, or parking lot maintenance without competitive bidding if the public contracting agency obtains a minimum of three competitive quotes. The public contracting agency shall keep a written record of the source and amount of the quotes received. If three quotes are not available, a lesser number will suffice provided a written record is made of the effort to obtain the quotes.

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Hist: PCRB 1, f. 12-23-75, ef. 1-1-76; PCRB 2, f. & ef. 2-19-76; PCRB 6, f. & ef. 4-8-76; PCRB 4-1979, f. & ef. 1-3-79; PCRB 13-1979, f. & ef. 4-2-79

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(2) Public contracting agencies, required to act by governing body, shall adopt, by majority vote, a resolution indicating the existence of the emergency stating with specificity the emergency conditions necessitating the prompt execution of the contract. The public contracting agency shall immediately forward to the Public Contract Review Board a copy of the resolution together with a statement of the amount of the contract and the name of the contractor.

(3) Public contracting agencies with a single executive officer must make detailed written findings describing the emergency conditions necessitating prompt execution of the contract. A copy of the findings together with the amount of the contract and the name of the contractor shall be immediately forwarded to the Public Contract Review Board.

July 15, 1980

MAI
Br 1820

Commander
13th Coast Guard District
Aids to Navigation Branch
915 Second Avenue
Seattle, Washington 98174

Dear Sir:

Dolphin Replacement
Yaquina Bay (Newport) Bridge
Bridge 1820
River Mile 0.7

On April 30, 1980 we requested permission to do maintenance work on the pier protection system by the replacement of damaged dolphins. Our letter stated that this work should be complete by July 14, 1980.

Due to delays in obtaining the necessary materials, it will take additional time to complete this work. We anticipate that all work in the channel will be complete by August 15, 1980.

Your approval of this time extension is requested. The local marine users will be advised of the time extension.

Very truly yours,

E. S. Hunter
Assistant State Highway Engineer
Technical Services Branch

bc H. S. Coulter
R. L. Schroeder
Walt Hart
C. O. Fredrickson

JEC:dh ja

9149

# SUPPLEMENTAL PERFORMANCE BOND

KNOW ALL MEN BY THESE PRESENTS, That we
COAST MARINE CONSTRUCTION, INC., 3100 South Coos River Highway, Coos Bay, OR 97420
as principal, and
ST. PAUL FIRE & MARINE INSURANCE COMPANY
250 Central Bldg., Seattle, WA 98104
as surety, a corporation duly organized and existing under and by virtue of the laws of the State of Minnesota and duly authorized to transact the business of surety in the State of Oregon, are jointly and severally held and bound unto the State of Oregon in the sum of NINETY THOUSAND AND NO/100 * * * * * * ($ 90,000.00 ) Dollars, for the payment of which we jointly and severally bind ourselves, our heirs and executors, administrators, successors and assigns firmly by these presents.

THE CONDITION OF THIS BOND IS SUCH

That, whereas, the principal herein has, on or about the 24th day of April, 1980, made and entered into a certain agreement with the State of Oregon, by and through the Oregon Transportation Commission, which agreement is more fully described as Dolphin Repair, Yaquina Bay, OR, Contract No. 9149, under which agreement the principal agrees to furnish certain materials and to perform certain work which he agrees to do in accordance with the terms, conditions and requirements as set out in said agreement, and whereas, in connection with said contract, the principal and others have executed a written warranty, a copy of which warranty is attached hereto and by this reference made a part hereof;

And, whereas, the principal has herein undertaken to warrant the work of cleaning and painting structural steel against any defects, as therein defined, for a period of at least one year from the date of formal acceptance of the project by the State of Oregon.

NOW, THEREFORE, if the principal herein shall faithfully and truly observe and comply with the terms of such warranty and shall well and truly perform all matters and things by him undertaken to be performed under said warranty upon the terms proposed therein and shall do all things required of said principal by the laws of this state and shall indemnify and save harmless the State of Oregon against any direct or indirect damages of every kind and description that shall be suffered or claimed to be suffered in connection with or arising out of the performance of the said warranty by the contractor or subcontractors, then this obligation is to be void, otherwise to remain in full force and effect.

In no event shall the obligations under this bond be terminated without written consent of the State of Oregon, by and through its State Transportation Commission.

Signed and sealed this 9th day of May, 19 80 .

SURETY ST. PAUL FIRE & MARINE INS. CO.
Attorney-in-fact

By J C Beeson
John C. Beeson, Attorney-in-fact

Countersigned:

J C Beeson
John C. Beeson, Resident Agent
(NR)

PRINCIPAL COAST MARINE CONSTRUCTION, INC.

By
Vice President
(Official Capacity)

Attest: Harold F Hetmer
Secretary

(b)

VICTOR ATIYEH
GOVERNOR

*Department of Transportation*
HIGHWAY DIVISION
District 22
885 AIRPORT ROAD, P.O. BOX 14030, SALEM, OREGON 97310 PHONE 373-1313

April 24, 1980

Mr. Lee Bjork
Vice President
Coast Marine Construction Inc.
3100 South Coos River Highway
Coos Bay OR 97420

Subject: Dolphin Repair
Yaquina Bay
Highway 9 MP141.68

Dear Mr. Bjork:

I called Mr. Morrell of the Salvage Association and they approve your proposal for repairing the steel dolphins that their clients barge damaged.

Coast Marine Construction Incorporated will furnish all material, equipment and labor to remove and replace the damaged dolphins as per attached drawing and specifications on a time and material basis not to exceed $90,000.00.

Coast Marine Construction Incorporated will furnish all labor and equipment necessary to perform the work for $3,000.00 per day. This includes barge, crane, tug, welding equipment and all additional equipment that is required to perform the said work. All materials and subcontractors will be charged at invoice plus 10%. Mobilization and demobilization for barge is $6,000.00 to prepare for deep water.

You can consider this letter as official notice to begin the repair and completion of the repair will be per your letter the end of May 1980. Commencement of calendar days May 1, 1980.

Sincerely,

C. E. Payton
Region Bridge Engineer

CEP:sc

MAI
Br. 1820

April 30, 1980

Commander
13th Coast Guard District
Aids to Navigation Branch
915 Second Avenue
Seattle, Washington 98174

Dear Sir:

Dolphin Replacement
Yaquina Bay (Newport) Bridge
Bridge 1820
River Mile 0.7

The Oregon Highway Division requests your permission to do maintenance work on the pier protection system at Yaquina Bay Bridge.

All piling in dolphins 1, 2 and 3; two piling in dolphin 4; and all bracing and top connections in dolphins 1, 2, 3, 4, and 7 at Pier 2 have received collision damage and will have to be replaced. This work will be done in conjunction with placing of five experimental dolphins between the existing dolphins at Pier 3. Drawings showing the locations of the proposed work are enclosed.

In order to accomplish this work it will be necessary to restrict the ship channel by mooring a floating pile driver and possibly a work barge adjacent to the dolphins. All equipment will be restricted to one side of the channel at a time and will be moored as near the edge of the channel as practicable. Buoys marking mooring lines and all moored equipment will have markings and lights according to U.S. Coast Guard regulations.

We expect to start work on May 12, 1980 and should complete the work by July 14, 1980.

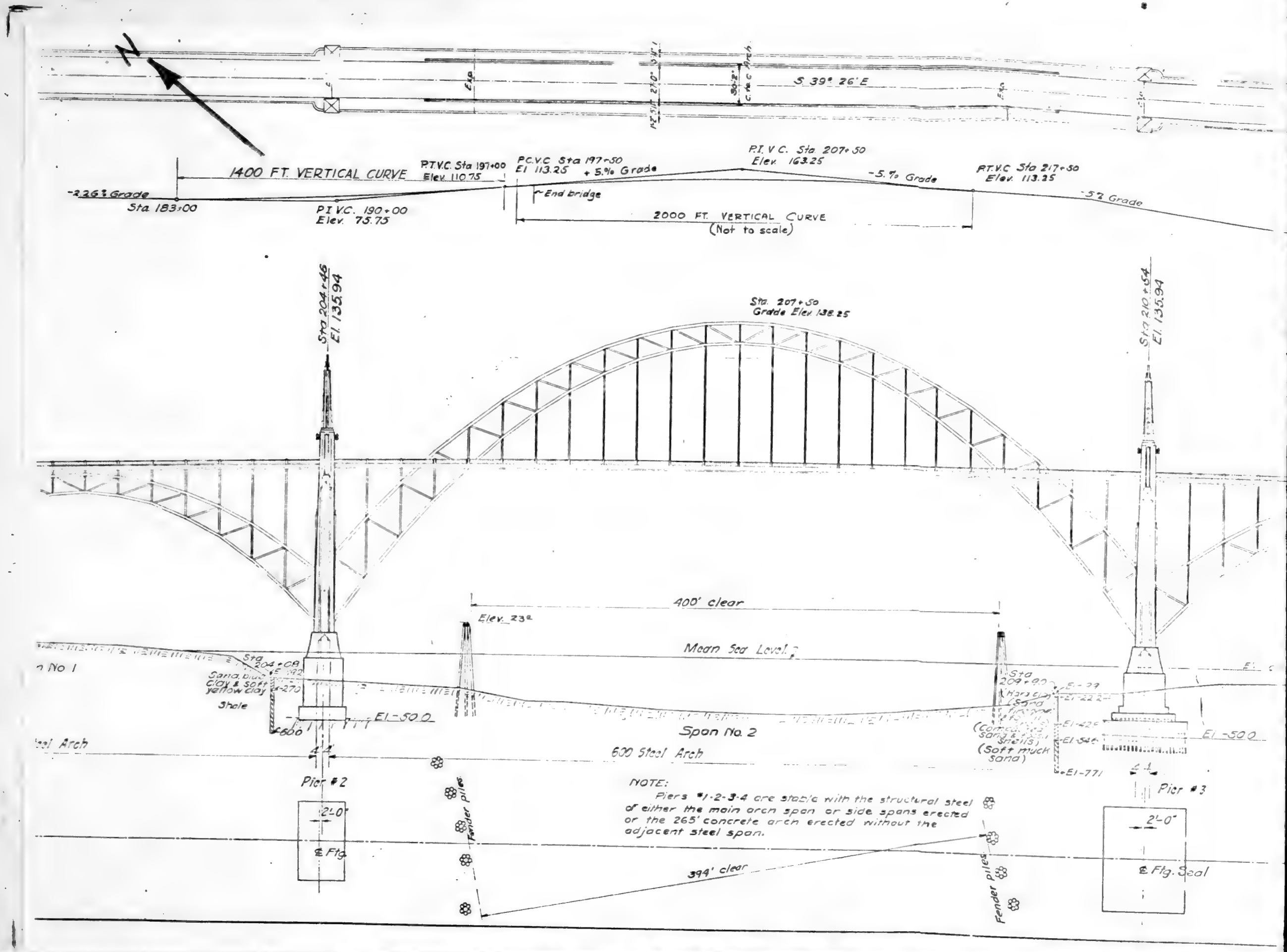
Very truly yours,

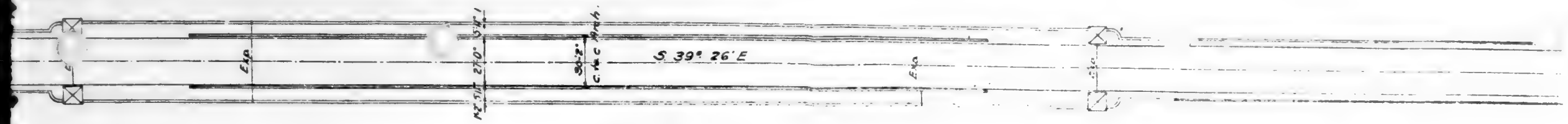
E. S. Hunter
Assistant State Highway Engineer
Technical Services Branch

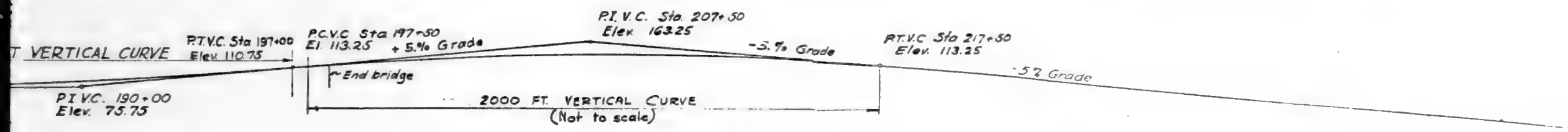
Enc.

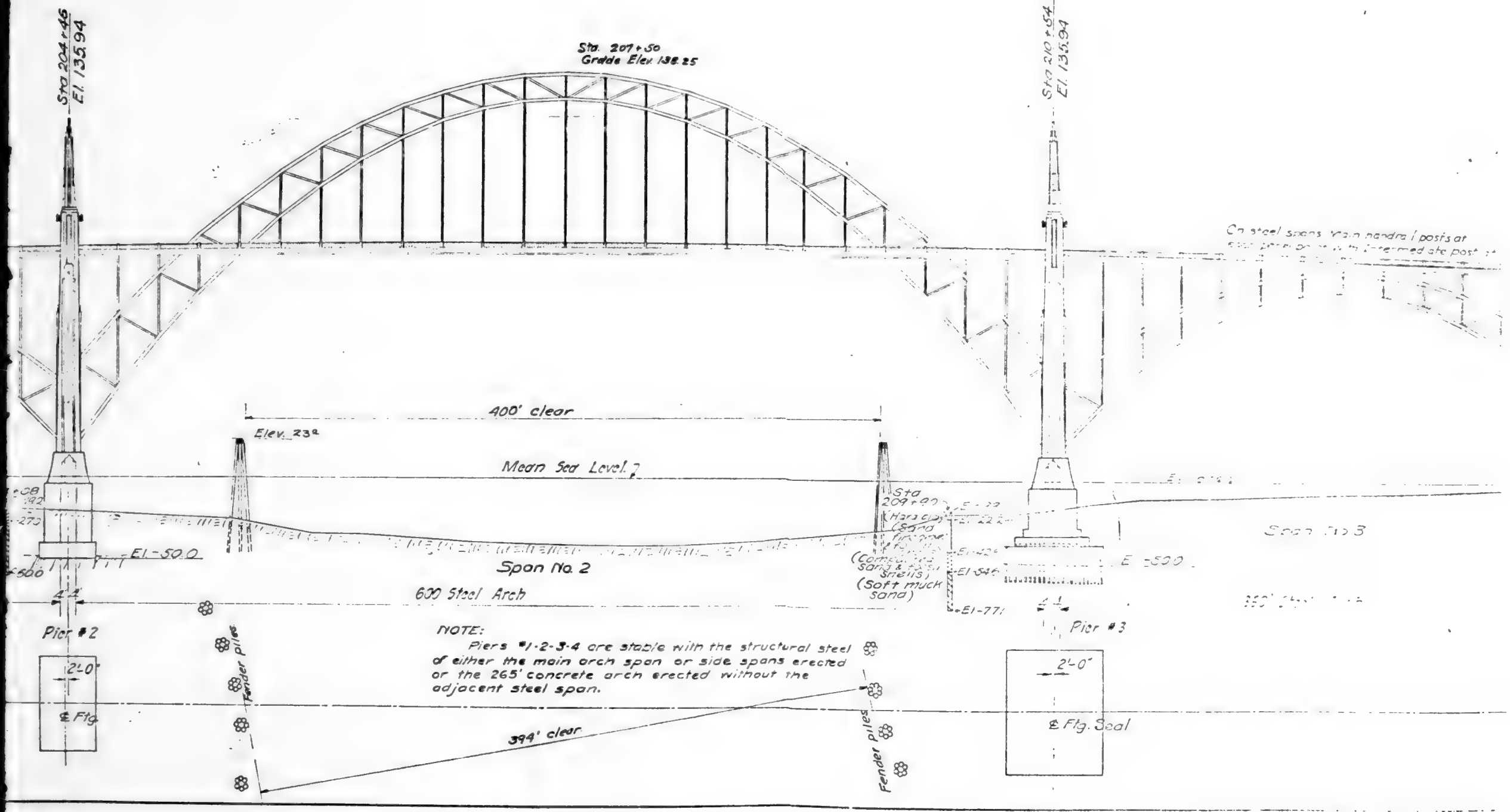
bc H. S. Coulter
R. L. Schroeder
C. O. Fredrickson
Walt Hart

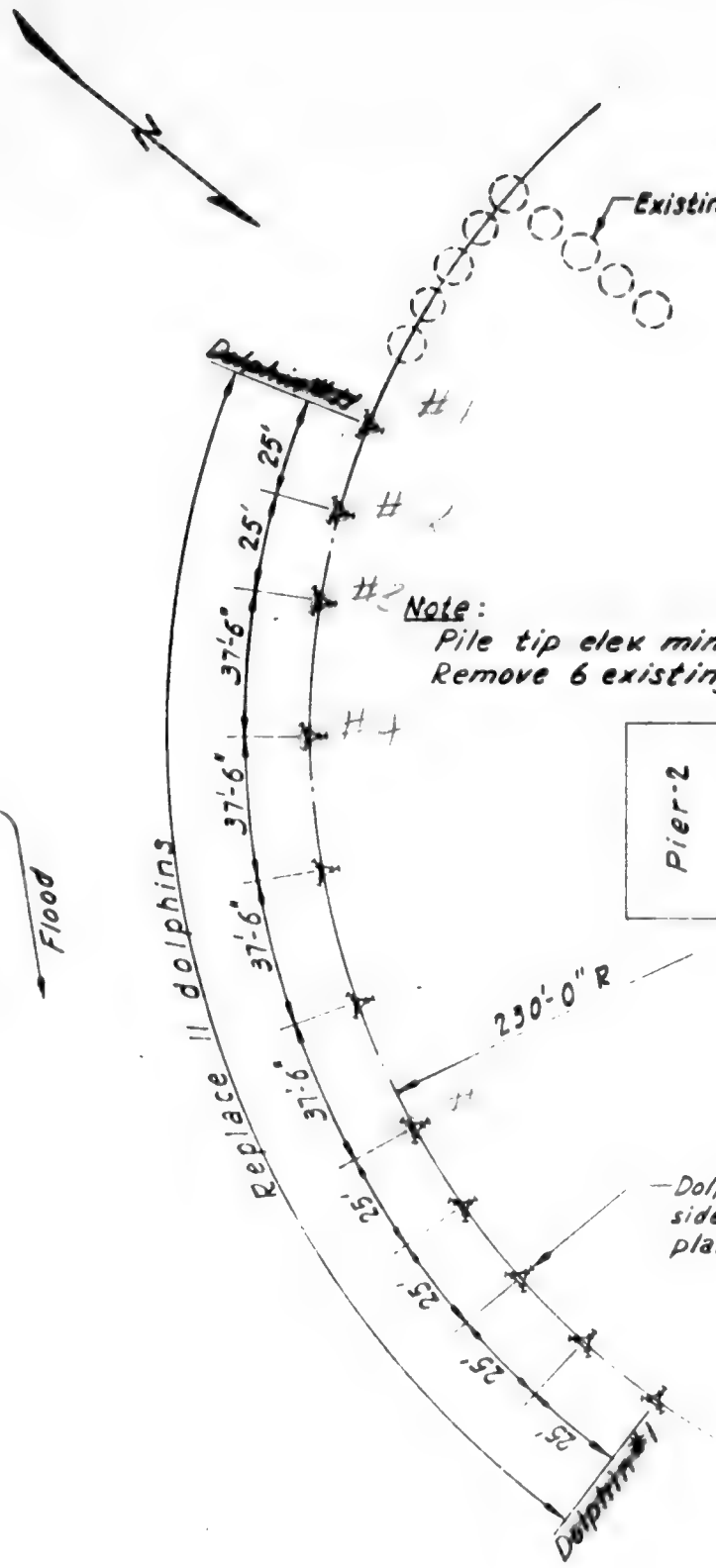
PAA:dh ja


N
S 39° 26' E
1400 FT. VERTICAL CURVE
P.T.V.C. Sta 197+00
Elev. 110.75
P.C.V.C. Sta 197+50
El 113.25
+5.% Grade
P.I. V.C. Sta. 207+50
Elev. 163.25
-5.% Grade
P.T.V.C Sta 217+50
Elev. 113.25
-2.26% Grade
Sta. 183+00
P.I.V.C. 190+00
Elev. 75.75
End bridge
2000 FT. VERTICAL CURVE
(Not to scale)
Sta 204+46
El. 135.94
Sta. 207+50
Grade Elev. 138.25
Sta 210+54
El. 135.94
400' clear
Elev. 23.2
Mean Sea Level
Sta 204+08
Sand, blue clay & soft yellow clay
Shale
El -50.0
Span No. 2
600 Steel Arch
Pier #2
2'-0"
℄ Ftg.
Fender piles
NOTE:
Piers #1-2-3-4 are stable with the structural steel of either the main arch span or side spans erected or the 265' concrete arch erected without the adjacent steel span.
394' clear
Sta 209+90
(Hard clay)
(Sand)
(Soft shells)
(Soft mucky sand)
El -50.0
Pier #3
2'-0"
℄ Ftg. Seal


S 39° 26' E
Exp.
Exp.
Exp.
27'0"
30'2"
C to C Arch.


T VERTICAL CURVE
P.T.V.C. Sta 197+00
Elev. 110.75
P.C.V.C. Sta 197+50
El. 113.25
+5.% Grade
P.I. V.C. Sta. 207+50
Elev. 163.25
-5.% Grade
P.T.V.C Sta 217+50
Elev. 113.25
-5% Grade
End bridge
P.I.V.C. 190+00
Elev. 75.75
2000 FT. VERTICAL CURVE
(Not to scale)


Sta 204+46
El. 135.94
Sta. 207+50
Grade Elev 138.25
Sta 210+54
El. 135.94
On steel spans Main handrail posts at
Elev.
400' clear
Elev. 23°
Mean Sea Level
Sta
209+00
(Hard clay
(Sand
fine to
(Compacted
sand & fossil
shells)
(Soft mucky
sand)
El-50.0
Span No. 2
600 Steel Arch
Span No 3
E-500
El-42°
El 54.6
El-77.
Pier #2
Pier #3
2'-0"
℄ Ftg.
Fender piles
NOTE:
Piers #1-2-3-4 are stable with the structural steel of either the main arch span or side spans erected or the 265' concrete arch erected without the adjacent steel span.
394' clear
Fender piles
2'-0"
℄ Ftg. Seal



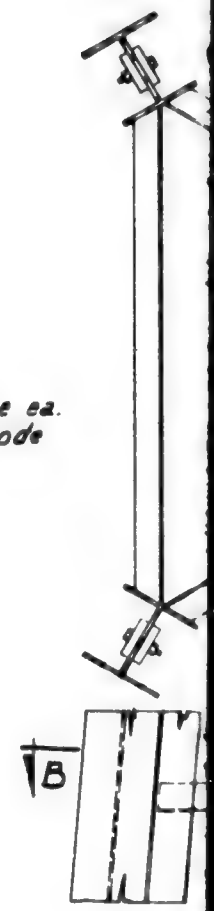

Note:
Pile tip elev minus 42.0 min.
Remove 6 existing dolphins

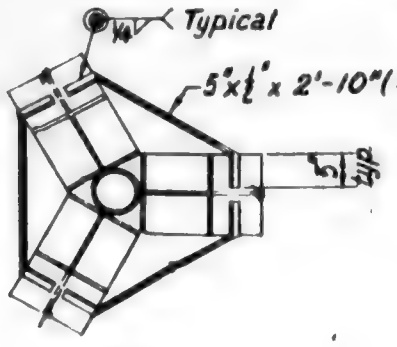
—Dolphin No. 3 - Attach ⅜"x 6"x12" steel plate ea. side of web ea. pile instead of Zinc Anode plate, see Special Provisions.

Note:
Navigation lighting shall be kept in service throughout replacement of pile-dolphins, see Special Provisions.

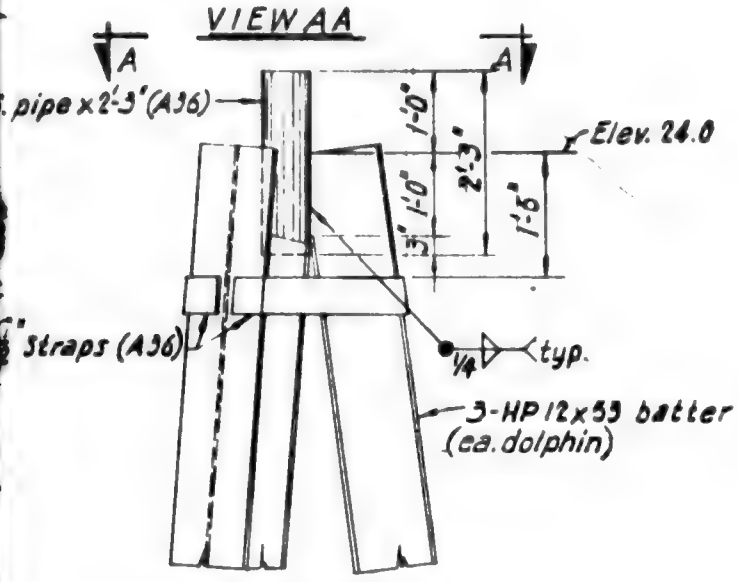
6" ø E.S. pipe x 2'-

5"x½" Straps

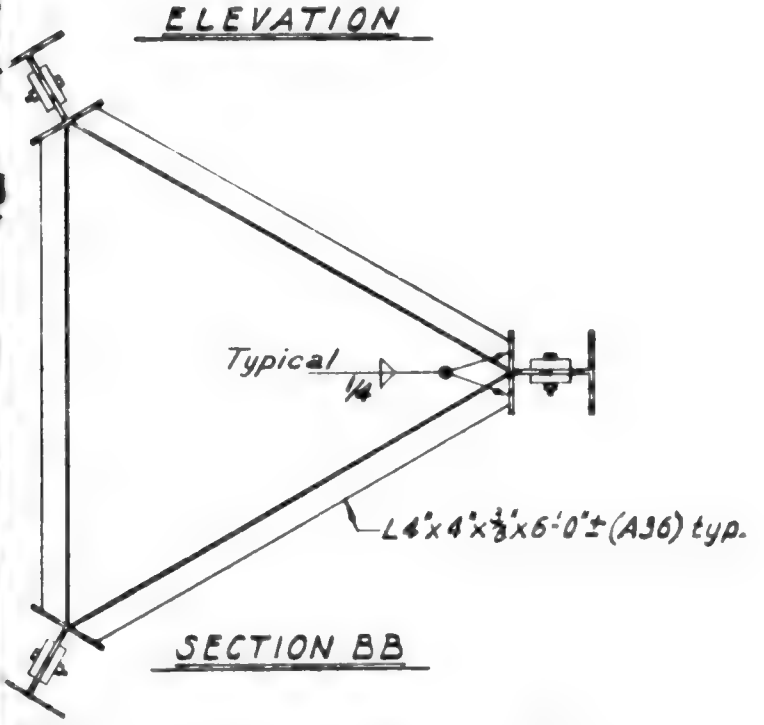




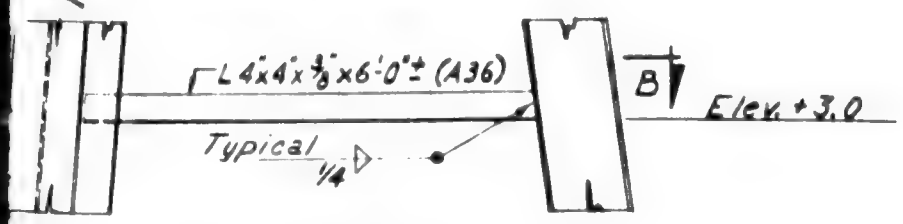

VIEW AA



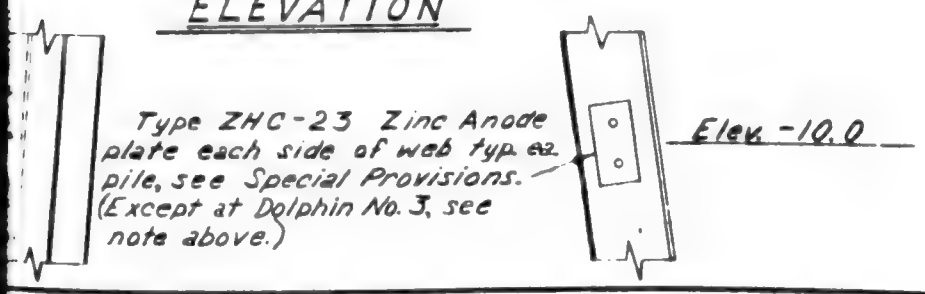

ELEVATION




SECTION BB




ELEVATION


Type ZHC-23 Zinc Anode plate each side of web typ. ea. pile, see Special Provisions. (Except at Dolphin No. 3, see note above.)
Elev. -10.0

NOTE
THE SCALE OF THIS PRINT IS ½ THAT OF THE ORIGINAL DRWG
FOR EXAMPLE
INDICATED SCALE 1" = 1'-0"
SHOULD BE READ ½" = 1'-0"
INDICATED SCALE 1" = 10'-0"
SHOULD BE READ 1" = 20'-0"

## GENERAL NOTES

All material and workmanship shall conform to the Standard Specifications for Highway Construction of the Oregon State Highway Division.

All structural steel shall conform to ASTM Specifications in accordance with detail plans.

All piling shall be HP12x53 steel, painted with coal tar epoxy as per Special Provisions, battered 2" per foot, and shall be driven to the depth indicated.

Accompanied by dwg. no. 4826 for information only.

APPROVED Walter L. Hunt
BRIDGE ENGINEER

DESIGNED
DRAWN Hardin Hollenbeck
CHECKED
REVIEWED J M Tindall 9/14/76
REVIEWED
CALC BOOK

| DATE | REVISION |
|---|---|
| | |

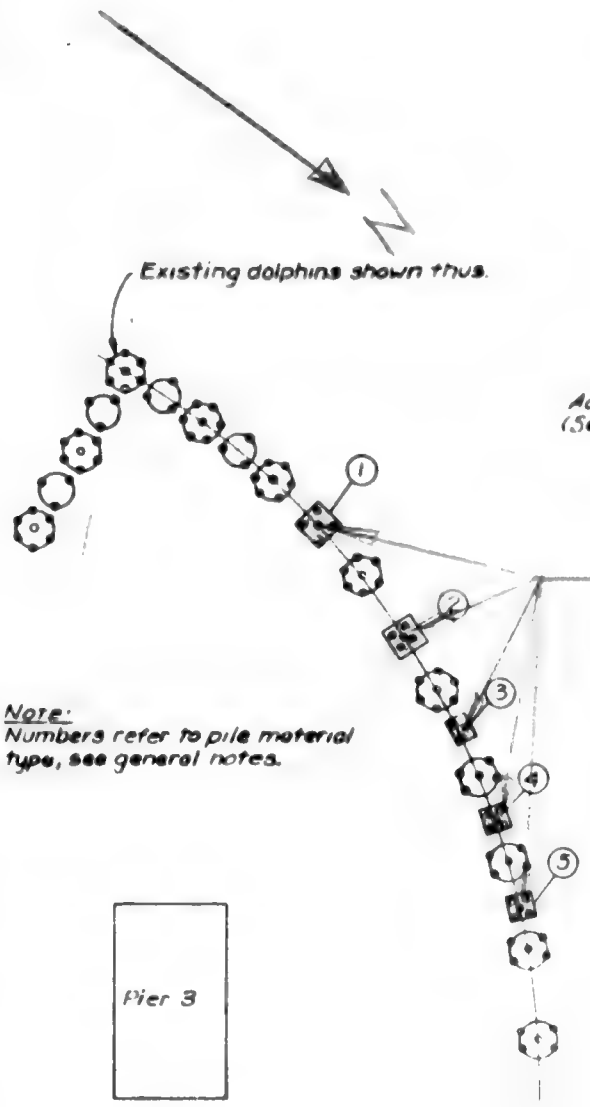
OREGON STATE HIGHWAY DIVISION
BRIDGE SECTION

# YAQUINA BAY BRIDGE
OREGON COAST HIGHWAY
LINCOLN COUNTY

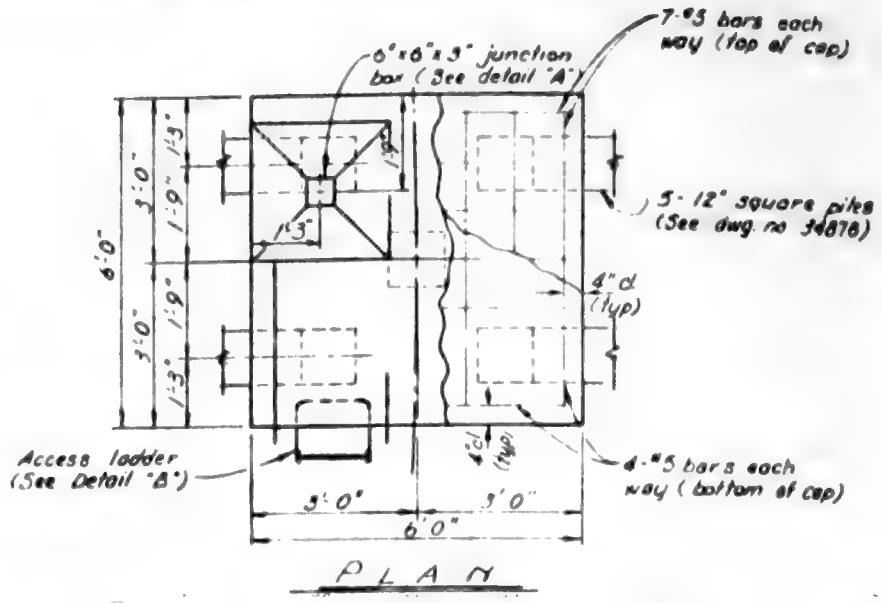
## DOLPHIN REPLACEMENT DETAILS

DATE Aug. 30, 1976
BRIDGE NO 1820 M

SHEET 1 OF 1
DRAWING NO. 31578

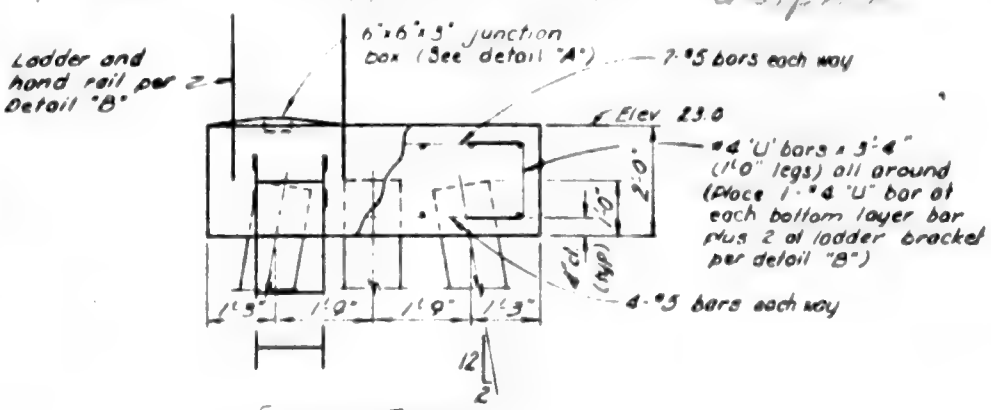



Note:
Numbers refer to pile material type, see general notes.


6"x6"x3" junction box (See detail "A")
7-#5 bars each way (top of cap)
5-12" square piles (See dwg. no 34878)
4" cl (typ)
Access ladder (See Detail "B")
4-#5 bars each way (bottom of cap)
3'-0"
3'-0"
6'-0"

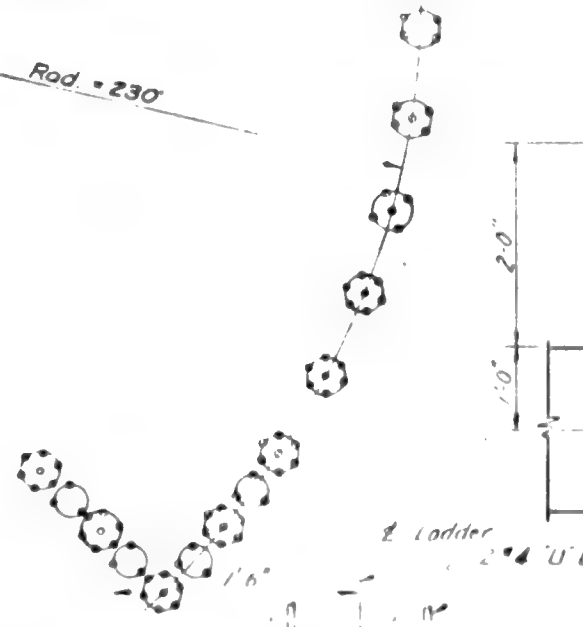
PLAN

Proposed experimental dolphin


Ladder and hand rail per Detail "B"
6"x6"x3" junction box (See detail "A")
7-#5 bars each way
Elev. 23.0
#4 'U' bars x 3'-4" (1'-0" legs) all around (Place 1-#4 "U" bar at each bottom layer bar plus 2 at ladder bracket per detail "B")
4-#5 bars each way
12
2

ELEVATION

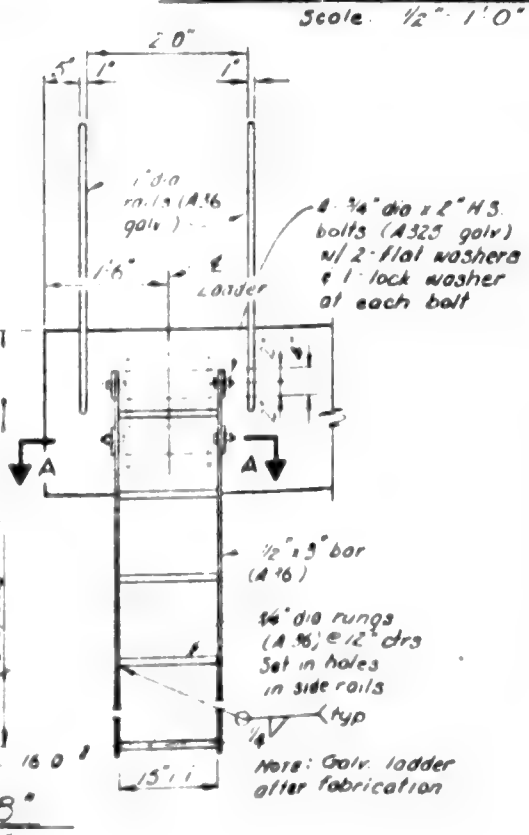
3 PILE DOLPHIN

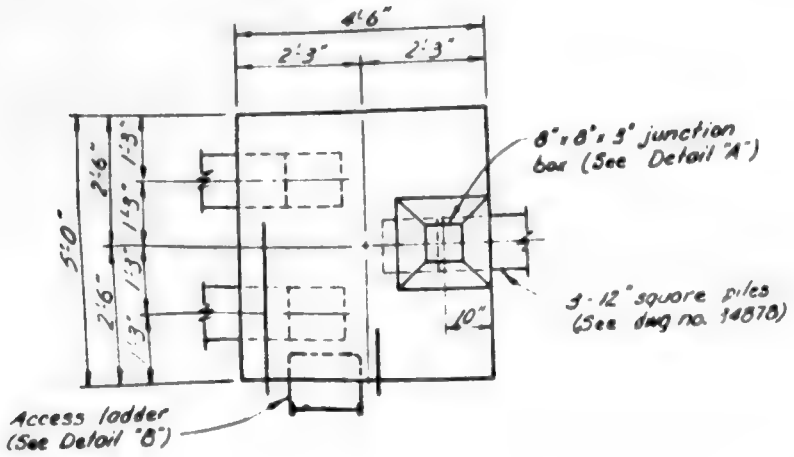



SECTION "A-A"
Scale. 1½" = 1'-0"

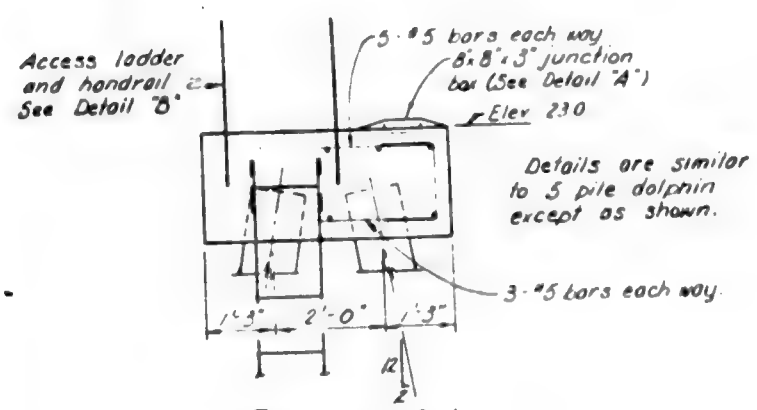
DETAIL "B"
Scale: ¼" = 1'-0"

DOLPHIN CAP DETAILS
Scale. ½" = 1'-0"


2'-0"
1'-6"
1" dia rails (A36 galv.)
4-¾" dia x 2" H.S. bolts (A325 galv.) w/ 2 flat washers & 1 lock washer at each bolt
℄ Ladder
A
A
½" x 9" bar (A36)
¾" dia rungs (A36) @ 12" ctrs Set in holes in side rails
typ
¼
15"
Note: Galv. ladder after fabrication



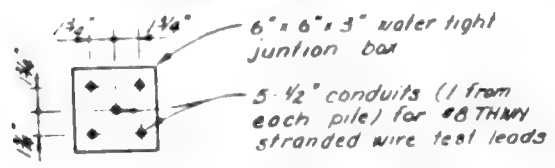

PLAN

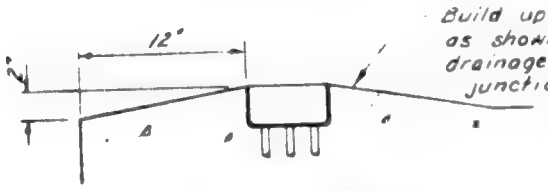



ELEVATION

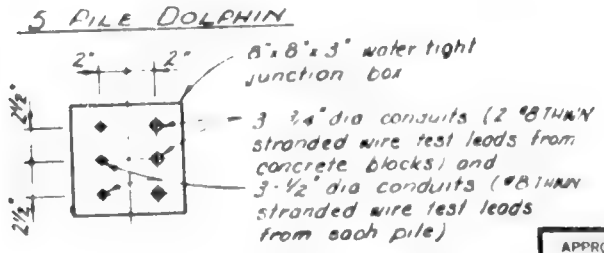
3 PILE DOLPHIN

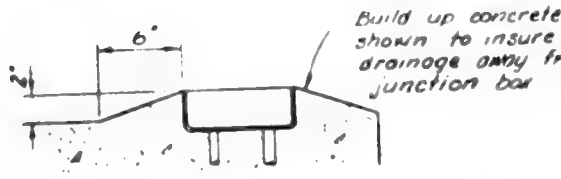
DETAILS
0"



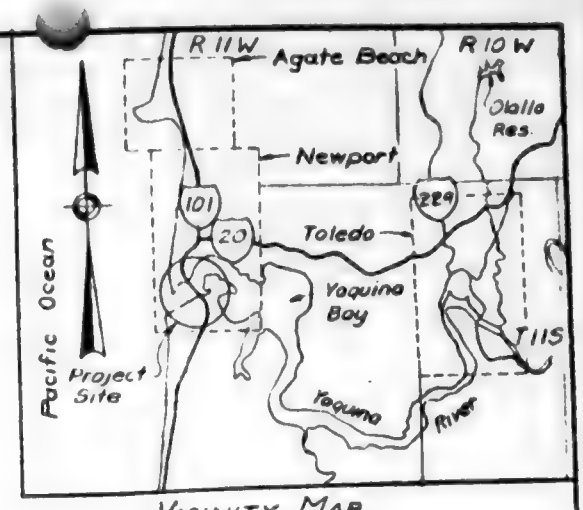

5 PILE DOLPHIN


2"
2"
8"x8"x3" water tight junction box
3-3/4" dia conduits (2 #8 THWN stranded wire test leads from concrete blocks) and
3-1/2" dia conduits (#8 THWN stranded wire test leads from each pile)




3 PILE DOLPHIN

DETAIL "A"
JUNCTION BOX DETAILS
Scale: 1½"=1'-0"




VICINITY MAP
No Scale

GENERAL NOTES:

All materials and workmanship shall conform to the Standard Specifications for Highway Construction of the Oregon State Highway Division.

All prestressing steel strands shall be ½" dia., 7 wire strands with a minimum ultimate strength of 41,300 lbs. (ASTM A416, Grade 270). Strands shall be tensioned initially to 28,910 lbs. Each pile shall have seven strands.

All other reinforcing steel shall conform to ASTM Specification A615. Bars No. 3 through No. 7 shall be Grade 40 with splice lengths of 24 d (1'-0" min).

All bars shall be placed 2" clear of the nearest face of concrete unless shown otherwise.

All reinforcing steel in pile caps and "blocks" shall be epoxy coated.

Concrete in pile caps and "blocks" shall be Class 3300-1½".

Concrete in piling shall be (see Special Provisions for further information on each material type):

| Group # | Material |
|---|---|
| (1) | Polymer Impregnated Concrete. |
| | Internally Sealed Concrete. |
| | Class 5000-1" Concrete. |
| | Polymer Concrete |
| | Latex Modified Concrete. |

All piling shall be driven to a minimum tip elevation of -42.0 ft.

All galvanizing shall be by the hot-dip process (ASTM A123, A153, & A386).

APPROVED Walter Hunt E
STRUCTURAL DESIGN ENGINEER
E L Hunter P E
ASS'T STATE HIGHWAY ENGINEER

DESIGNED Steve Starkey
DRAWN M.C. Young
CHECKED H.O Wessner
REVIEWED T-T 10-8-79
REVIEWED LLW 10-9-79
CALC BOOK 1754

DATE | REVISION

OREGON DEPARTMENT OF TRANSPORTATION
STRUCTURAL DESIGN SECTION

YAQUINA BAY BRIDGE
DOLPHIN ADDITIONS
OREGON COAST HIGHWAY~LINCOLN COUNTY

PLAN & DETAILS

ACCOMPANIED BY DWGS 31825 34878

DATE Aug 6, 1979
BRIDGE NO. 1820

SHEET 1 OF 2
DRAWING NO. 34877

STATE OF OREGON
HIGHWAY DIVISION-MAINTENANCE

INTEROFFICE MEMO

TO: H. S. Coulter
State Highway Engineer

DATE: April 22, 1980

SUBJECT: Emergency Repairs on Yaquina Bay Bridge Dolphins

A barge has severely damaged the pier protection or dolphins on the Yaquina Bay Bridge. An inspection of the dolphins has found that the damage is mainly underwater.

At this time, there exists no protection for the bridge pier from Yaquina Bay shipping traffic. Any future collision could destroy the pier thereby causing grave damage to the bridge itself and endangering the traveling public.

I am requesting your approval to proceed under emergency conditions to take all necessary action to repair the damaged dolphins. This is estimated to cost $90,000.

R. L. Schroeder
Assistant State Highway Engineer-
Maintenance Branch

MO:sv

APPROVED
H. S. Coulter
STATE HIGHWAY ENGINEER
DATE: 4/22/80

1-125-1387

1980 Columbia River (Astoria) 9150
on Ore. Coast Hwy. (Maint. paint.)

Smead
No. 2-152-5L
MINNEAPOLIS, MN - LOS ANGELES, CA
HUTCHINSON, KS - McGREGOR, TX U.S.A.

File

REPORT OF ACTION UNDER DELEGATED AUTHORITY BY

ASSISTANT STATE HIGHWAY ENGINEER

On behalf of the Commission and under authority delegated to me to accept contracts completed according to specifications, I accepted the following:

| Contractor and Contract No. | Section and County | Acceptance Date |
|---|---|---|
| Morse Bros., Inc. No. 9175 | Falls City (N. Main St.) Polk County | February 9, 1981 |
| R. A. Hatch Co. No. 8860 | Ross Island Br.-SE 50th St. (Portland) Multnomah County | February 9, 1981 |
| D Mc D Corporation No. 9174 | Heppner Rock Production Morrow County | February 9, 1981 |
| Aichele Landscaping & Ben Fox No. 8970 | N.E. Maywood Place Multnomah County | February 13, 1981 |
| R. L. Coats No. 9108 | Fremont Jct.-Hackett Dr. Deschutes & Klamath Co. | February 13, 1981 |
| Hamilton Electric, Inc. No. 8689 | Pac. Hwy. W @ 5th Ave. (Eugene) Lane County | February 17, 1981 |
| Ross Bros. Construction, Inc. No. 9125 | Big Butte Creek Bridge Jackson County | February 17, 1981 |
| A. K. Lundmark & Son, Inc. No. 9144 | Upper White River (Crossing Rd.) Bridge Wasco County | February 17, 1981 |
| R. L. Coats No. 9000 | Lava Butte Lookout-Sugar Pine Butte Rd. Deschutes County | February 17, 1981 |
| Eucon Corp. of Idaho No. 9012 | Pendleton-Adams Umatilla County | February 19, 1981 |

| Contractor and Contract No. | Section and County | Acceptance Date |
|---|---|---|
| Humphrey Const., Inc. No. 8710 | SE Stark/Wash. Intchge. (Wash. St. U'Xing.) Multnomah County | February 19, 1981 |
| C. H. Savage Co. No. 9150 | Columbia River (Astoria) Bridge Clatsop County | February 19, 1981 |
| Dirt & Aggregate Interchange No. 9178 | N. 11th St.-Wyeth St. (St. Helens) Columbia County | February 23, 1981 |
| Babler Bros., Inc. No. 9020 | Devine Summit-Burns Jct. & Burns-Burns Jct. Harney County | February 24, 1981 |
| Cascade Construction Co., Inc. No. 9161 | Arterial Street Overlay (Portland) Multnomah County | February 24, 1981 |
| Babler Bros., Inc. No. 9043 | Willamette Jct.-Chemult Klamath County | February 26, 1981 |
| Western Mixing Co.,Inc. No. 9045 | Grass Valley-Shaniko Sherman County | February 27, 1981 |
| F. Hodgson & Sons No. 9033 | Deadmans Pass Safety Rest Area Umatilla County | March 5, 1981 |
| Ontario Asphalt & Concrete Co. No. 9158 | NW Dorian Dr.-NW Verde Dr. (Ontario) Malheur County | March 5, 1981 |
| Johnson Rock Products, Inc. No. 9073 | Florida Ave.-Vermont Ave. (North Bend) Coos County | March 6, 1981 |
| Holst Construction Co. No. 9021 | Dexter Lake South Bridge & Willamette Hwy. @ Jasper/ Lowell Rd. Lane County | March 10, 1981 |
| Stukel Rock & Paving, Inc. No. 9110 | Fuego Rd.-Forge Rd. Klamath County | March 10, 1981 |

| Contractor and Contract No. | Section and County | Acceptance Date |
|---|---|---|
| Weaver Construction Co. No. 9081 | Port of Entry (Farewell Bend) Malheur County | March 11, 1981 |
| Nelson-Deppe, Inc. No. 9111 | Jackson Creek Road-Hot Springs Road Malheur County | March 12, 1981 |

March 12, 1981

C. T. Keasey
Asst. State Highway Engineer

9150

2.

February 24, 1981

United States Fidelity & Guaranty Company
P. O. Box 3459
Portland, OR 97208

CON 5
#9150

Gentlemen:

Contract No. 9150 awarded to C. H. Savage Company for maintenance painting of the Columbia River (Astoria) Bridge on the Oregon Coast Highway in Clatsop County was completed on December 12, 1980 and accepted by the State Highway Division on February 19, 1981.

Final payment in the amount of $2,500 will be released to the contractor after March 2, 1981. The total contract amount is $217,580.00 and no work was performed under force account.

No claims for labor or material have been filed with us against the performance bond on this contract.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

jas
cc: C. H. Savage Company
10,000 S.W. Herman Road
Tualatin, OR 97062

bc: C. T. Keasey
Walt Hart
V. E. Skoog Attn: Dick Hacek
C. O. Fredrickson

STATE OF OREGON

# INTEROFFICE MEMO

TO: MEMO TO FILE

DATE: January 21, 1981

CON 6-4-3
7949

FROM: Jack L. Davis
Foundation Engineer

SUBJECT: The Life and Times and Current Status of
Maintenance Painting on the
Columbia River (Astoria) Bridge
Oregon Coast Highway
Clatsop County
Bridge 7949

NOTED
E. S. HUNTER

On Tuesday, January 13, 1981, an overall inspection of the subject bridge was made to review the general condition of paint on the numerous structural steel spans. The purpose of the inspection was to determine which portions of the structure could feasibly be painted by the newly formed State Bridge Maintenance Painting Crew and which portions should be painted by contract.

Present on this spection were Walt Hart, John Wood, Ted Litchfield, Ted Thompson, Fred Lucht, Bill Bangert, Harold Seaton and me.

Subsequent to this inspection, I reviewed all prior new and maintenance painting contracts to ascertain the age and various types of coatings now existing on the steel spans. This information is combined with the findings of the inspection and is contained in the following summary.

Contract specifications and paint formulations, except for proprietory products, for maintenance painting performed under the following listed contracts are on file in the Bridge Design Office. If required for some purpose, the Brand names, composition and other information on proprietory paints may be shown on paint inspection reports or laboratory reports on file for the various contracts at the Materials Testing Laboratory. Proprietory products are shown as (P) in the following summary.

JD:jrb

cc: John Wood
Ted Litchfield
Fred Lucht

bc: Jack Davis

RECEIVED
TECHNICAL SERVICES
JAN 23 81
REFER TO
TO:

## ORIGINAL PAINT SYSTEM

Contract: 6268 Astoria Bridge Superstructure (5-10-63)
Completed: 1965-66
All steel deck girder, deck truss, and through truss spans and steel towers on Piers 169 and 17 (except Span 4, constructed by the State of Washington)

By requirements of the contract, all steel members were blast cleaned and painted, except for the final finish coat, in a covered and enclosed paint shop prior to erection. All spans except Spans 10 and 15 were painted with a quick-dry red lead primer with alkyd enamel finish coats, with Spans 10 and 15 painted with a basic lead silico chromate system.

Spot coating of damaged areas and field connections and application of the final finish coat was performed after erection during the years of 1965-1966.

Cleaning - By specification, steel surfaces were blast cleaned prior to painting by the old "area-per-time" method using standardized materials and equipment. This method usually removed rust and loose mill scale, but did not necessarily remove tightly bonded, thick or hard mill scale. It has become evident on subsequent maintenance painting projects that considerable mill scale remained on the surface of the steel after cleaning. This mill scale still remains, except where removed by later maintenance painting, and generally appears to be hard and tight except for scattered rusted areas.

Painting - All spans except Spans 10 and 15

| Coat | Formula |
|---|---|
| Prime | 12-51 Quick Dry Red Lead |
| 3 base coats | 12-51 alternate coats tinted |
| 2 stripe coats | 12-51 |
| Crack filler | A-3-57 Red Lead Paste |
| First finish coat | 317-51 Green Alkyd Finish (tinted) |
| Spot coat (field) | All previous coats |
| Second finish coat | 317-51 Green Alkyd Finish |

Spec. min. paint film thickness: 2 mils wet each coat

Painting - Spans 10 and 15

| Coat | Formula |
|---|---|
| Prime | No. 1 Basic Lead Silico Chromate |
| 3 base coats | No. 1, 2 & 3 (Formulas 1, 2 & 3 similar except |
| 2 stripe coats | No. 1 for slight variations in pigment) |
| Crack filler | A-3-57 Red Lead Paste |
| First finish | No. 4 Basic Lead Silico Chromate |
| Spot (field) | All previous coats |
| Second finish (field) | No. 5 Basic Lead Silico Chromate |

Comments - In areas not yet repainted and except for occasional scattered areas of rust, the original shop applied paint appears to be in good to very good condition considering 16± years of exposure. However, the field applied final finish coat appears to be loose and peeling in most areas of the bridge, indicating salt and/or dirt contamination between the first (shop) finish coat and the second (field) finish coat.

Numerous areas of metallic gray-colored paint appears on various members under the final green finish coat throughout the structure. Preliminary indications are that this was an organic zinc-rich primer, identified only as "Chem-Bar", used as a primer for spot patching and field connections prior to application of the final finish coat of green alkyd.

At present, significant rust breakthrough in the original paint system is most apparent in the floor beams, deck stringers and adjacent connections and bracing under the deck in spans not yet repainted, as hereinafter discussed.

## EXISTING PAINT SYSTEMS

Span 4 - Deck Girder Span

Contract: 7782 (6-29-72)
Completed: July 1974
Paint Type: Inorganic zinc silicate primer
Vinyl finish

Cleaning - Blast cleaned to white metal conforming to pictorial standard Sa 3 of ASTM D2200.

Painting -

| Coat | Formula | Spec. Min. D.F.T. |
|---|---|---|
| Base | (P) Inorganic zinc silicate | 3 mils |
| Stripe | (P) Organic zinc | 3 mils |
| Wash primer | (P) Vinyl wash primer | 0.5 to 0.9 miles |
| 1st Finish | (P) Vinyl finish | 3 mils |
| 2nd Finish | (P) Vinyl finish | 3 mils |

Comments - Generally in good condition, Occasional rust breakthrough on edges, around bolts and in connections.

Recommend spot painting by state crew.

Spans 5 through 11 - Through truss spans

Above Deck

Contract: 6268 (5-10-63)
Completed: 1965-1966
Paint Type: Original red lead-alkyd
Cleaning and Painting - see Original Paint System

Comments - The final finish coat is loose and peeling in numerous areas and surfaces. However, this seems to have no detrimental effect on the underlying shop applied prime, base and finish coats, all of which seem to be in overall good condition.

Scattered areas of rust breakthrough are apparent on edges, rivet heads and connections, and occasionally on flat surfaces. Some spots of organic zinc primer are exposed by the peeling top coat of paint.

Recommendation - spot painting by state crew.

Below Deck

Contract: 7782 (6-29-72)
Completed: July 1974 (in conjunction with Span 4)
Paint Type: Inorganic zinc silicate primer
Vinyl finish

Areas Painted: Floor beams, stringers, bottom lateral system, bottom truss chord, gusset plates attached to preceeding members, exposed portions of expansion devices.

Cleaning - Blast cleaned to white metal conforming to pictorial standard Sa 3 of ASTM D 2200.

Painting -

| Coat | Formula | Spec. Min. D.F.T. |
|---|---|---|
| Base | (P) Inorganic Zinc Silicate | 3 mils |
| Stripe | (P) Organic zinc | 3 mils |
| Wash primer | (P) Vinyl wash primer | 0.5 to 0.9 mils |
| 1st Finish | (P) Vinyl finish | 3 mils |
| 2nd Finish | (P) Vinyl finish | 3 mils |

Comments - Generally in good condition. Occasional rust breakthrough on edges, around bolts and rivets and in connections.

Recommendation - spot painting by state painting crew.

Spans 12 through 19 - Deck Girder Spans

Contract: 8470 (2-1-77)
Completed: March 1980
Paint Type: All vinyl

Cleaning - Span 12 blast cleaned to white metal conforming to pictorial standard Sa 3 of ASTM D 2200. All other spans blast cleaned to near white metal conforming to pictorial standard Sa 2-1/2 of ASTM D 2200.

Note: The ends of all girders for a distance of approximately 15 feet from the piers had previously been blast cleaned to white metal and primed with inorganic zinc primer under Contract 7339 completed 9-23-70. Most of this primer was removed in blast cleaning under Contract 8470, but some may remain.

Painting - Formulas are from State of California.

| Coat | Formula | Spec. Min. D.F.T. |
|---|---|---|
| Vinyl Wash Primer | 701-80-52 | 0.5 mil max. |
| Vinyl Base | 741-80-40<br>741-80-41 | 4 alt. coats approx. 1 mil each. Total min. 4 mils. |
| Vinyl Finish | 741-80-75 | 2 coats approx. 1 mil each. Total min. 2 mils. |

Note: On Spans 13 through 19, (P) Mobil Co. Val-Chem Primer 80-R-8 (vinyl-iron oxide) was substituted for specified vinyl wash primer and first coat of vinyl base, applied 1.5 mils min. D.F.T.

Comments -

At this inspection, most surfaces appear to be in very good condition, but rust is present in scattered locations on sharp corners, some unsealed bolted connections, bolts, and on some flat surfaces - generally the bottoms of the bottom flange - in small patches.

Recommendation - spot painting and sealing as required by state painting crew.

Spans 160 through 163 - Deck Girder Spans

Contract: 9150 (6-1-80)
Completed: December 1980
Paint Type: Hi-build vinyl

Cleaning - All steel blast cleaned to near white metal conforming to pictorial standard Sa 2-1/2 of ASTM D 2200.

Note: The ends of all girders for a distance of approximately 15 feet from the piers had previously been blast cleaned to white metal and primed with inorganic zinc primer under Contract 7339 completed 9-23-70. Most of this primer was removed by blast cleaning under Contract 9150, but some may remain.

Painting -

| Coat | Formula | Spec. Min. D.F.T. |
|---|---|---|
| Prime | (P) Iron Oxide Vinyl | 2 mils |
| 1st Finish | (P) High Build Vinyl | Approx. 3 mils |
| 2nd Finish | (P) High Build Vinyl | Approx. 3 mils |
| | | 8 mils Total |
| Joint Sealer | Indust. grade silicone sealer | |

Comments - This painting completed shortly before this inspection. All surfaces, joints and connections appear to be excellent, except rust is showing in scattered locations on sharp edges of shear-cut members.

Recommendation - deferred to one-year inspection.

Spans 164 through 168 and Span 171 - Deck Truss Spans

Contract: 7339 (2-24-70)
Completed: 9-23-70
Paint Type: Acrylic and vinyl over original red lead-alkyd

Cleaning - All surfaces steam cleaned. Rusted areas spot blast cleaned to white metal.

Note: Specifications required sweep blast cleaning as necessary to remove "foreign matter", but apparently was not employed or did not remove the loose final alkyd finish coat of the original paint system, as discussed under Painting.

Painting - (as originally specified)

| Coat | Formula | Spec. Min. D.F.T. |
|---|---|---|
| Prime (bare metal) | (P) Inorganic zinc silicate | 3 mils |
| Undercoat (all surf.) | MIL-P-15328 vinyl wash | 0.5 mil |
| Stripe | (P) High build vinyl | - |
| Finish | (P) High build vinyl | 1.5 mils |

Problems! By agreement between State and Contractor, the Undercoat (vinyl wash primer) was deleted prior to commencement of work. Later, application of vinyl finish coat directly to surface of existing alkyd paint resulted in blistering and lifting of loose final finish coat of original alkyd paint and underlying areas of organic zinc primer (see original paint). By Extra Work Order, all loose and blistered areas were cleaned and scraped, and an "acrylic enamel" applied over all surfaces prior to the final finish coat of vinyl.

Comments - Inspection reveals moderate to heavy rusting of steel members in the floor beams, stringers, upper truss chords and lateral bracing under the deck and their connecitons.

Posts and diagonal members of the truss below the upper gusset plates and all lower truss members appear to be generally in good condition, with scattered rust break through on rivet heads, edges, connections and spot rust on flat surfaces. However, the outer layer of paint is loose and peeling in numerous locations. This outer layer is either the acrylic enamel-vinyl top coat applied in 1970 or may also include the original alkyd finish coat not removed in this work.

Recommendation - These spans should be painted by contract. The floor system and upper truss will probably require complete blast cleaning to at least "Commercial" (depends on coating system to be used) while lower truss members will require only spot blast cleaning - and removal of all the loose top coats of paint by a suitable method to be determined, possibly by sweep blast cleaning.

This work should include the rocker bent on Pier 164 supporting steel girders of Span 163, not included in Contract 9150.

Spans 168 through 170 - Main Through Truss Spans

Contract: 6268 (5-10-63)
Completed: 1965 - 1966
Paint System: Original red lead-alkyd

Cleaning and Painting - see Original Paint System

Comments

Above Deck - The paint on most upper truss members and lateral bracing appears to be in generally very good condition considering its age. Again, numerous areas of loose and peeling final finish coat of alkyd paint are present throughout the three spans but does not have a serious effect on the quality of the underlying coats. Scattered rust breakthrough appears on rivet heads, gusset plates, various connections, and spot rust on edges and some flat surfaces. More pronounced general rusting appears on a very limited number of vertical members and other scattered locations.

Heavy deposits left by irresponsible seagulls cover most of the upper surfaces of upper truss members. Although these deposits do not seem to have seriously effected the paint, their removal will be required, with some difficulty, before recoating can be considered.

Recommendation: Spot blast cleaning and spot painting of rusted areas only by state painting crew. Sweep blast cleaning remaining surfaces (or other satisfactory removal of loose paint, salt, dirt and other "deposits") and topcoating would be desirable at this time to greatly prolong the life of the existing original paint, but is not mandatory in the immediate future.

Below Deck - Moderate to heavy rust breakthrough on most steel members of the deck system and lower chords, but appears to vary in degree of rusting and location.

The steel below deck will probably require complete blast cleaning to at least "Commercial", but a closer and full inspection of these members may reveal that a substantial amount of the existing paint could be saved by a combination of full, spot and sweep blast cleaning methods.

Recommendation - cleaning and repainting by contract.

Steel Towers, Piers 169 and 170

Contract: 6268 (5-10-63)
Completed: 1964-1965
Paint System: Original red lead-alkyd

Cleaning and Painting - see Original Paint System

Comments - Recent blast cleaning and painting of the base of the tower legs in the areas of the tension hold-down rods by the state maintenance crew has restored these locations to very good condition. The remainder of the towers appears to be in generally good condition, with scattered small spots or areas of rust, and the previously described loose top-coat of original paint, although peeling does not appear to be as extensive as on truss members.

Recommendation - spot cleaning and painting of rusted areas only by state painting crew.

FORM 81-734-3001

OREGON STATE HIGHWAY DIVISION

# FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

| | | |
|---|---|---|
| SECTION: Columbia River (Astoria) Bridge | | WEEK ENDING: December 6, 1980 |
| | | SECTION PREFIX: 004-4228 |
| HIGHWAY: Oregon Coast | | COUNTY: Clatsop |
| NAME OF JOB: Columbia River (Astoria) Bridge | KIND OF WORK: Maintenance Painting | |
| CONTRACTOR: C H Savage Company | CONTRACT NUMBER: 9150 | FEDERAL AID PROJECT NUMBER: State |
| DATE OF CONTRACT: July 1, 1980 | DATE WORK STARTED: September 8, 1980 | ESTIMATED COMPLETION DATE: Completed |
| AVERAGE FORCE ON PROJECT FOR THE WEEK — MEN: 3 SUPERVISION: 1 | SPECIFIED WORK DAYS: 80 | WORK DAYS USED: 33 |
| | SPECIFIED CALENDAR DAYS | CALENDAR DAYS USED |
| PROJECT AUTHORIZATION: $246,953.30 | SPECIFIED COMPLETION DATE | PERCENT OF TIME ELAPSED: 41 |
| EXCLUSIVE OF ENGINEERING: $227,371.10 | ENGINEERING AUTHORIZATION: $19,582.20 | PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 81.8% |
| ESTIMATED COST OF COMPLETED PROJECT EXCLUSIVE OF ENGINEERING: $227,371.10 | ENGINEERING COST TO DATE: $9,500.00 | PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 79.2% |
| ESTIMATED PERCENT OVERRUN / UNDERRUN: 0 % | PERCENT OF AUTHORIZATION: 49 % | DATE PROJECT WAS COMPLETED: December 1, 1980 |

## ESTIMATED PERCENT COMPLETE (ROADWORK)

| CLEARING | DRAINAGE | GRADING | BASE | OIL AND/OR PAVE. | MAT'L PROD | |
|---|---|---|---|---|---|---|

| | GRADING | SURFACING | MAINTENANCE MATERIALS | OIL & BITUMINOUS MACADAM | PAVING |
|---|---|---|---|---|---|
| MILES IN PROJECT | | | | | |
| MILES PARTIALLY COMPLETED | | | | | |
| MILES COMPLETED | | | | | |
| TOTAL ESTIMATED QUANTITIES (CONTRACT) | | | | | |
| TOTAL QUANTITIES CORRECTED TO DATE | | | | | |
| ESTIMATED QUANTITIES MOVED OR PLACED TO DATE | | | | | |
| AVERAGE DAILY QUANTITIES | | | | | |
| AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME | | | | | |
| NUMBER OF SHIFTS PER DAY | | | | | |
| HOURS PER SHIFT | | | | | |

EQUIPMENT USED DURING THE WEEK

## ESTIMATED PERCENT COMPLETE (STRUCTURES)

| | | | | | | |
|---|---|---|---|---|---|---|
| BRIDGE NO | 7949 | | | | | |
| PERCENT | 100 | | | | | |

| | | WEATHER | WORK DAYS CHARGED | HOURS DELAY | CAUSE OF DELAY |
|---|---|---|---|---|---|
| SUNDAY | 1 | Rain | 0 | | |
| MONDAY | 2 | " | 0 | | |
| TUESDAY | 3 | " | 0 | | |
| WEDNESDAY | 4 | " | 0 | | |
| THURSDAY | 5 | " | 0 | | |
| FRIDAY | 6 | " | 0 | | |
| SATURDAY | 7 | | 0 | | |

RECEIVED
DEC 8 1980
CONSTRUCTION
BRANCH

Richards
Berg
Inloes
Widmer

## GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

| | |
|---|---|
| SUNDAY 30 | No activity. |
| MONDAY 1 | Cleaned shop area.<br>Caulked areas in spans 160 and 161.<br>Removed signs from bridge. |
| TUESDAY 2 | No activity. |
| 3 WEDNESDAY | No activity. |
| 4 THURSDAY | No activity. |
| 5 FRIDAY | No activity. |
| SATURDAY 6 | No activity. |

## REMARKS

Summary of this weeks activities:

Finished all painting activities on the bridge.
Cleaned up shop area.
Removed signs from project.

This painting project was completed on December 1, 1980, therefore, this is the last weekly report for this project.

SIGNED _____ LOCATION Astoria

Chet Anderson

PRIME RESIDENT SUBMIT 2 COPIES WHEN BRIDGES AND GRADING BOTH ARE INVOLVED SUBMIT 3 COPIES

SP*F2::

STATE OF OREGON

# INTEROFFICE MEMO

TO: Mr. E. S. Hunter
Asst. State Highway Engineer

DATE: June 27, 1980

Br. 7949D

FROM: Walter J. Hart
Bridge Engineer

SUBJECT: Bridge Painting
Spans 160 through 163
Astoria Bridge
Bridge 7949D

NOTED
E. S. HUNTER

The low bid of $217,580 received for painting spans 160 through 163 of the Astoria Bridge is 49 percent over the engineer's estimate.

An independent estimate by Region 2 of the cost to paint the four spans with state forces is $187,000. With 15 percent added for profit the total would be $215,000 or approximately equal to the low bid.

The low bidder is an experienced painting contractor with prior experience on coastal bridges. I believe that the low bid received was a responsive bid and recommend award to the low bidder.

WJH:dh

cc Ed Johnson
C. O. Fredrickson

Contains
Recycled
Materials
81-125-1387

6/26/80

# ASTORIA BRIDGE PAINTING

Spans 160-163
4 Girders/Span
(2400' of I Girders)

Preparation - Near white blast.

Paint System - 3 coats vinyl
Prime 2.0 mil iron oxide
1st finish 3.0 mil high-build vinyl
2nd finish 3.0 mil high-build vinyl

Estimate by State Forces

Assume 5' of bridge blast-cleaned and painted complete per day.

120 crew days required at $1,200 per day.

| | | |
|---|---|---|
| Labor 120 x $1,200 | = | $144,000 |
| Paint 900 gal. @ $20 | = | 18,000 |
| Sand | = | 20,000 |
| | | $182,000 |
| Insurance | = | 5,000 |
| | | $187,000 |
| 15% Profit | = | 28,000 |
| Total | | $215,000 |

9150

STATE OF OREGON

# INTEROFFICE MEMO

TO: Mr. D. H. Moehring
Asst. State Highway Engineer

DATE: June 19, 1980

DES 23
Br. 7949

FROM: Jack Davis
Bridge Design Section

SUBJECT: Maintenance Painting
Columbia River (Astoria) Bridge
Spans 160-163
Oregon Coast Highway
Clatsop County
Bridge 7949

NOTED
E. S. HUNTER

The following company representatives attended the pre-bid meeting for this proposed project held at the Port of Astoria Office Building and at the bridge site on June 18, 1980. In accordance with the requirements of the special provisions of this project these companies and no others are eligible to submit bids on this project at the June 26 letting.

1. A-1 Sandblasting Co., Inc., Portland
   Sidney B. Cornett, Vice President

2. C. H. Savage Co., Portland
   C. H. Savage, President

3. We Painters, Inc., Lynnwood, WA
   O. Nesheim, Jr., President

4. Short Industrial Coatings, Inc., Everett, WA
   Roger A. Demers, President

5. Northwest Protective Coatings, Portland
   Robert A. Schacher, Field Superintendent

The original signed list is attached.

JD:dh
Attachment

cc /w/ attach.
E. S. Hunter
C. O. Fredrickson
Chester Anderson
Jack Sollis

RECEIVED
TECHNICAL SERVICES
JUN 20 '80
REFER TO
FOR
Info | Info | R/D | D/R | Staff | Ret | File

Contains Recycled Materials

VICTOR ATIYEH
GOVERNOR

# *Department of Transportation*
## HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

18 June 1980

In Reply Refer to
File No.:

Subject: Columbia River (Astoria) Bridge
Spans 160 through 163
Oregon Coast Highway
Clatsop County
Maintenance Painting

In accordance with the Special Provisions of the subject project all bidders on this contract are required to have attended the pre-bidding meeting and "on-site" inspection. Bids will not be accepted from any bidder who has not attended this meeting and the undersigned have hereby complied with these provisions.

| COMPANY (please print) | REPRESENTATIVE (signature) | TITLE |
|---|---|---|
| A-1 Sandblasting & Mc. | Lecknay B. Parrott | V.P. |
| C.H. Savage Co | Scott A. Crofut | Est. |
| " " | C. H. Savage | Pres. |
| We Painters Inc. | O. Neshein Jr | Pres |
| Short Ind. Coatings Inc | R. Ormest | Pres |
| Northwest Protective Coatings | Robert A Schaible | Field Supt. |
| | | |
| | | |
| | | |
| | | |

Form 734-3122

STATE OF OREGON
TECHNICAL SERVICES BRANCH

INTEROFFICE MEMO

DES 6

TO: MEMO TO THE FILE

DATE: June 9, 1980

FROM: E. S. Hunter
Assistant State Highway Engineer

SUBJECT: Pre-Bid Meetings for
Bridge Painting Projects

Pre-bid meetings will be held for two bridge painting projects scheduled for bid opening on June 26, 1980. The two projects and pre-bid meetings are:

1. Coast Fork Willamette River Bridge in Lane County; June 12 at 10 a.m. in Resident Engineer's (Ellis Jones) office in Eugene.

2. Columbia River (Astoria) Bridge; June 18 at 10 a.m. in Port of Astoria offices.

Specifications on these two projects require that prospective bidders attend these pre-bid meetings. Bids will not be accepted from any bidder who has not attended the meeting for the applicable project. A list of attendees at each meeting should be furnished by the Resident Engineer to D. H. Moehring in Project Management to be available at the June 26 bid opening.

cc D. H. Moehring
Walt Hart - Please send representive to each meeting.
Jack Sollis - Please attend each meeting.
C. O. Fredrickson
Alfred Shirley
Chet Anderson
Ellis Jones
Jack Sullivan

9150

MAI 7949

May 28, 1980

Commander
13th Coast Guard District
Aids to Navigation Branch
915 Second Avenue
Seattle, Washington 98174

Dear Sir:

Maintenance Painting of
Columbia River (Astoria) Bridge
Oregon Coast Highway
Clatsop County
Bridge 7949
River Mile 13.5

The Highway Division of the Oregon Department of Transportation proposes to let a contract to do maintenance painting of Spans 160 through 163 of the Columbia River Bridge at Astoria, Oregon.

In order to accomplish the work, it will be necessary to use staging that may reduce the vertical clearance by a maximum of five feet. Staging that projects below the bottom of the structure will be marked with Coast Guard approved red fluorescent flagging. Since these spans are outside the navigation channel, nighttime lighting will not be provided.

Bids for the project will be received on June 26, 1980. Work will start about July 1, 1980 and should be completed by July 31, 1981.

Your approval for falsework staging is requested.

Very truly yours,

bc H. S. Coulter
D. H. Moehring
R. L. Schroeder
Walt Hart
C. O. Fredrickson

E. S. Hunter
Assistant State Highway Engineer
Technical Services Branch

PAA:smd ja

9

# ENVIRONMENTAL REVIEW CHECKLIST

May 29, 1980
~~April 24, 80~~

ALL CLEAR 3/20/80
Donald L Bonstead

~~1-26-78~~ Bid Letting _____ All Clear Deadline

SECTION Columbia River Bridge (Astoria)
Highway _____
County Clatsop Region 2
Type of Work Painting Funds 50 Mn
State __ Consultant __ Plans Avail. __ Yes __ No

| | Not Required | Required | Mitigation Required | Mitigation/Plans | ALL CLEAR |
|---|---|---|---|---|---|
| **DOCUMENTS:** | | | | | |
| EIS | X | | | | |
| Negative Declaration | | | | | |
| Project Assessment | X | | | | |
| Write-off Letter | X | | | | |

N/A No Fed

**PERMITS:**

| | | | | | |
|---|---|---|---|---|---|
| Division of State Lands | X | | | | |
| D.O.G.M.I. | X | | | | |
| Corps of Engineers | X | | | | |
| Coast Guard | X | | | | |
| Co. Conditional Use | X | | | | |
| NPS Air Pollution | X | | | | |
| NPS Water Pollution | X | | | | |

**CULTURAL:**

| | | | | | |
|---|---|---|---|---|---|
| Cultural Survey | X | | | | |
| Cultural Salvage | X | | | | |

**NOISE:**

| | | | | | |
|---|---|---|---|---|---|
| Noise Study | X | | | | |

9

# ENVIRONMENTAL REVIEW CHECKLIST

ALL CLEAR 12/22/76
Donald L Rost

1-27-77 Bid Letting _____ All Clear Deadline

SECTION Columbia R. (Astoria) Bridge
Highway Oregon Coast
County Clatsop Region _____
Type of Work Painting Funds St Maint
State __ Consultant __ Plans Avail. __ Yes __ No

| | Not Required | Required | Mitigation Required | Mitigation/Plans | ALL CLEAR | |
|---|---|---|---|---|---|---|
| DOCUMENTS: | | | | | | |
| EIS | | | | | | |
| Negative Declaration | | | | | | N/A State Money |
| Project Assessment | | | | | | |
| Write-off Letter | | | | | | |
| PERMITS: | | | | | | |
| Division of State Lands | | | | | X | |
| D.O.G.M.I. | | | | | X | |
| Corps of Engineers | | | | | X | |
| Coast Guard | | | | | X | |
| Co. Conditional Use | | | | | X | |
| NPS Air Pollution | | | | | X | |
| NPS Water Pollution | | | | | X | |
| CULTURAL: | | | | | | |
| Cultural Survey | | | | | X | |
| Cultural Salvage | | | | | X | |
| NOISE: | | | | | | |
| Noise Study | | | | | X | |

1980 Bachelor Rock Production 9151
Project located at M.P. 16.6 on
Century Dr. SW of Bend.

Smead
No. 2-152-5L

REPORT OF ACTION UNDER DELEGATED AUTHORITY BY

ASSISTANT STATE HIGHWAY ENGINEER

On behalf of the Commission and under authority delegated to me to accept contracts completed according to specifications, I accepted the following:

| Contractor and Contract No. | Section and County | Acceptance Date |
|---|---|---|
| Hamilton Elect., Inc. No. 8887 | Cornelius Signal Project Washington County | September 4, 1980 |
| Sims Elect. of Medford, Inc. No. 9039 | S. 6th St. @ Gettle St. & Madison St. (Klamath Falls) Klamath County | September 4, 1980 |
| Stillwell Const. Co. No. 9015 | Portland-Idaho State Line 10 Counties | September 4, 1980 |
| R.J.Taggart Const. Co. No. 9151 | Bachelor Rock Production Deschutes County | September 5, 1980 |
| Columbia West Materials & Constructors No. 8972 | N. Newman Ave.-N. Woolsey Ave., N.Greeley Ave.-N.Delaware Ave. & N.67th @ NE Hassalo St.(Port.) Multnomah County | September 5, 1980 |
| L. W. Vail Co. No. 9034 | E.Newport Ave.-Umatilla-Stanfield Hwy. (Hermiston) Umatilla County | September 8, 1980 |
| Ross Bros.Const.,Inc. No. 8941 | Beaver Creek Bridge Coos County | September 11, 1980 |
| Hamilton Elect., Inc. No. 8930 | The Dalles-Calif. Hwy. @ O.B. Riley Rd. (Bend) Deschutes County | September 11, 1980 |
| Continental Crushing & Leasing, Inc. No. 9049 | Basque Rock Production Malheur County | September 17, 1980 |
| Hamilton Elect., Inc. No. 8939 | Esplanade St.-Shasta Way & Shasta Way (Klamath Falls) Klamath County | September 18, 1980 |
| Seubert Excavators, Inc. No. 9120 | White River Rock Production Hood River & Clackamas Counties | September 18, 1980 |
| Sims Electric, Inc. No. 9027 | Wallowa Lake Hwy. @ Grande Ronde Shopping Center (LaGrande) Union County | September 22, 1980 |
| Hamilton Elect.,Inc. No. 9070 | Pac. Hwy.W @ Springbrook St.(Newberg) Yamhill County | September 22, 198[illegible] |

| Contractor and Contract No. | Section and County | Acceptance Date |
|---|---|---|
| Stukel Rock & Paving, Inc. No. 8986 | The Dalles/Calif. Hwy.-S. 6th St. Klamath County | September 25, 1980 |
| Baker Redi-Mix, Inc. No. 8973 | Nelson Point Intchge. Baker County | September 26, 1980 |
| Weaver Const. Co. No. 9024 | Umatilla River (Main St.) Bridge (Pendleton) Umatilla County | September 30, 1980 |
| Willamette-Western Corp. No. 8946 | Pac. East (SE Grand Ave.) Multnomah County | September 30, 1980 |
| Gaines Construction No. 9091 | Eightmile Creek Bridge Morrow County | October 1, 1980 |
| Columbia Pacific Construction, Co. No. 9023 | Ash Creek Bridge Polk County | October 3, 1980 |
| Douglas S. Coats Construction No. 8947 | Deschutes River (Sherars) Bridge Wasco County | October 3, 1980 |
| Eugene Sand & Gravel, Inc. No. 9044 | 6th St.-Territorial Hwy. (Veneta) Lane County | October 3, 1980 |
| Hamilton Const. Co. No. 9080 | S. Umpqua R. (Shady) Bridge, N. Bd. Douglas County | October 3, 1980 |
| Continental Crushing & Leasing No. 9048 | Seneca Rock Production Grant County | October 3, 1980 |

October 8, 1980

For C. T. Keasey
Asst. State Highway Engineer

September 11, 1980

United Pacific Insurance Company
Fidelity & Surety Department
P. O. Box 1216
Tacoma, WA 98401

CON 5
#9151

Gentlemen:

Contract No. 9151 awarded to R. J. Taggart Construction Co., Inc. for the Bachelor Rock Production Project on Century Drive Highway in Deschutes County was completed on August 5, 1980, and accepted by the State Highway Division on September 5, 1980.

Final payment in the amount of $2,099.89 will be released to the contractor after September 16, 1980. The total contract amount is $41,615.29. No work was performed under force account.

No claims for labor or material have been filed with us against the performance bond on this contract.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

dmc
cc: R. J. Taggart Construction Co., Inc.
3450 Cherry Avenue, N.E.
Salem, OR 97303

bc: C. T. Keasey
Walt Hart
V. E. Skoog Attn: Dick Hacek
Dale Allen

FORM 734-3001

OREGON STATE HIGHWAY DIVISION

# FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

| | | |
|---|---|---|
| | SECTION: Bachelor Rock Production | WEEK ENDING: August 1, 1980 |
| | | SECTION PREFIX: 9-8311 |
| | HIGHWAY: Century Drive | COUNTY: Deschutes |
| NAME OF JOB: Bachelor Rock Production | KIND OF WORK: Rock production | |
| CONTRACTOR: R. J. Taggart Construction Co., Inc. | CONTRACT NUMBER: 9151 | FEDERAL AID PROJECT NUMBER: State |
| DATE OF CONTRACT: 7-01-80 | DATE WORK STARTED: 7-09-80 | ESTIMATED COMPLETION DATE: August 1, 1980 |
| AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 6 SUPERVISION: 1 | SPECIFIED WORK DAYS | WORK DAYS USED |
| | SPECIFIED CALENDAR DAYS | CALENDAR DAYS USED: 24 |
| PROJECT AUTHORIZATION: $ 50,838.00 | SPECIFIED COMPLETION DATE: Sept. 30, 1980 | PERCENT OF TIME ELAPSED: 40% |
| EXCLUSIVE OF ENGINEERING: $ 46,398.00 | ENGINEERING AUTHORIZATION $ 4,440.00 | PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST |
| ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 41,500.00 | ENGINEERING COST TO DATE $ 1,200.00 | PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 89 |
| ESTIMATED PERCENT: ~~OVERRUN~~ UNDERRUN . . . . . 11 % | PERCENT OF AUTHORIZATION . . . . . 22 % | DATE PROJECT WAS COMPLETED: August 1, 1980 |

## ESTIMATED PERCENT COMPLETE (ROADWORK)

| CLEARING | DRAINAGE | GRADING | BASE | OIL AND/OR PAVE. | MAT'L. PROD. | | |
|---|---|---|---|---|---|---|---|

| | GRADING | SURFACING | MAINTENANCE MATERIALS | OIL & BITUMINOUS MACADAM | PAVING |
|---|---|---|---|---|---|
| MILES IN PROJECT | | | | | |
| MILES PARTIALLY COMPLETED | | | | | |
| MILES COMPLETED | | | | | |
| TOTAL ESTIMATED QUANTITIES (CONTRACT) | | | | | |
| TOTAL QUANTITIES CORRECTED TO DATE | | | | | |
| ESTIMATED QUANTITIES MOVED OR PLACED TO DATE | | | | | |
| AVERAGE DAILY QUANTITIES | | | | | |
| AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME | | | | | |
| NUMBER OF SHIFTS PER DAY | | | | | |
| HOURS PER SHIFT | | | | | |

EQUIPMENT USED DURING THE WEEK:

## ESTIMATED PERCENT COMPLETE (STRUCTURES)

| BRIDGE NO. | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| PERCENT | | | | | | | | |

| | WEATHER | | WORK DAYS CHARGED | HOURS DELAY | CAUSE OF DELAY |
|---|---|---|---|---|---|
| SUNDAY | Clear & Warm | | | | |
| MONDAY | " | " | | | |
| TUESDAY | " | " | | | |
| WEDNESDAY | " | " | | | |
| THURSDAY | " | " | | | |
| FRIDAY | " | " | | | |
| SATURDAY | | | | | |

RECEIVED
[illegible] 1980
[illegible] CONSTRUCTION
[illegible] BRANCH

| GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK | |
|---|---|
| SUNDAY | |
| MONDAY | Contractor in specs. |
| TUESDAY | Contractor in specs and starting to level stockpiles. |
| WEDNESDAY | Contractor in specs. Took Joe Hunt of Forest Service to the pit to clarify exactly what was wanted. |
| THURSDAY | Contractor leveling stockpiles and also in sand shed. |
| FRIDAY | Contractor completed the work and had a crew re-measuring piles at sand shed. |
| SATURDAY | |

**REMARKS**

Project completed will start moving out on Saturday. Second notification being submitted for August 1, 1980.

SIGNED _____ LOCATION _____

PRIME RESIDENT SUBMIT 2 COPIES WHEN BRIDGES AND GRADING BOTH ARE INVOLVED SUBMIT 3 COPIES

1980 Coast Fork Willamette R. 9152
Br. on the Willamette Hwy. approx.
5 mi. E. of Eugene (Maint. paint.)

Smead
No. 2-152-5L
...INGS, MN - LOS ANGELES
...ON, McGREGOR, TX U.S.A.

REPOR. OF ACTION UNDER DELEGATED AUTH. .TY BY

ASSISTANT STATE HIGHWAY ENGINEER

On behalf of the Commission and under authority delegated to me to accept contracts completed according to specifications, I accepted the following:

| Contractor and Contract No. | Section and County | Acceptance Date |
|---|---|---|
| R. A. Hatch Co. No. 8987 | Silver Lake-Summer Lake (M.P. 48.1 - M.P. 75.0) Lake County | November 12, 1980 |
| A-1 Sandblasting & Steam Cleaning Co. No. 9152 | Coast Fork Willamette River Br. Lane County | November 13, 1980 |
| Elting, Inc. No. 8709 | NE Marine Dr.-NE Failing St. Multnomah County | November 13, 1980 |
| Interstate Slurry Seal, Inc. No. 9170 | Castle Rock-Cedar Creek (M.P. 4.8-M.P. 16.5) Tillamook & Yamhill Counties | November 13, 1980 |
| Hertz Electric, Inc. No. 8902 | Pendleton/John Day Hwy. @ SW 30th St. (Pendleton) Umatilla County | November 13, 1980 |
| Grant County Redi-Mix No. 9077 | Spray Rock Production Wheeler & Grant Counties | November 18, 1980 |
| R. A. Hatch Co. No. 9030 | Doherty Slide-Nevada State Line Lake & Harney Counties | November 20, 1980 |
| Humbert Asphalting No. 9092 | Paul Smith Rd.-S. Main St. (Boardman) Morrow County | November 21, 1980 |
| Rogers Construction, Inc. No. 9160 | Boardman (N. Main St.) Morrow County | November 24, 1980 |
| Hughes & Dodd Co. No. 8991 | Buck Creek Road Lake County | November 24, 1980 |
| Wildish Corvallis Construction Co. No. 8976 | N. Albany, Santiam Hwy. & Lebanon Road Intchges. Linn County | November 26, 1980 |

| Contractor and Contract No. | Section and County | Acceptance Date |
|---|---|---|
| Erosion Control, Inc. No. 9109 | Grayback Creek Section Josephine County | November 27, 1980 |
| S. D. Spencer & Son No. 8472 | S. Ashland Intchge.-Calif. State Line Jackson County | December 3, 1980 |
| Western Mixing Co., Inc. & N. Santiam Sand & Gravel Co., Inc. J.V. No. 8997 | Dodge Road-Estacada Clackamas County | December 4, 1980 |
| Roy E. Ladd, Inc. No. 9019 | Busway Rigid Frame (N. Banfield Intchge.) Multnomah County | December 4, 1980 |
| Ray E. Wells, Inc. No. 8917 | Kingwood St. (Florence) Lane County | December 4, 1980 |
| Hertz Electric, Inc. No. 9121 | Molalla Ave. @ Clairmont Way (Oregon City) Clackamas County | December 5, 1980 |
| Bracelin-Yeager Excav. & Trucking No. 9136 | Hemlock Ave.-8th Terrace (Coos Bay) Coos County | December 5, 1980 |
| Douglas S. Coats, Inc. No. 9112 | Willow Creek Bridge Morrow County | December 5, 1980 |
| D & D Paving Co. No. 9097 | Airport Rd. @ Salmon River Hwy. Yamhill County | December 5, 1980 |
| Douglas S. Coats,Inc. No. 9165 | Catherine Creek (Wilkinson Rd.) Br. Union County | December 5, 1980 |
| Horton Bros., Inc. No. 9172 | Rocky Point-M.P. 310.07 Curry County | December 5, 1980 |
| Eugene Sand & Gravel, Inc. No. 9192 | Coburg (Stuart Way) Lane County | December 8, 1980 |
| Douglas S. Coats,Inc. No. 9094 | Willow Creek (Glenn Rd.) Bridge Union County | December 9, 1980 |

December 10, 1980

For C. T. Keasey
Asst. State Highway Engineer

#9152

November 18, 1980

United Pacific Insurance Company
Fidelity & Surety Department
P. O. Box 1216
Tacoma, WA 98401

CON 5
#9152

Gentlemen:

On November 17, 1980, we wrote to you concerning release of final payment on Contract No. 9152 awarded to A-1 Sandblasting & Steam Cleaning Co., Inc. for maintenance painting on the Coast Fork Willamette River Bridge on the Willamette Highway in Lane County.

Final payment on this contract is $500.00 and the total contract amount is $90,640.84. No work was performed under force account.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

dmc
cc: A-1 Sandblasting & Steam Cleaning Co., Inc.
6117 N.E. Portland Highway
Portland, OR 97218

bc: C. T. Keasey
Walt Hart
Alfred Shirley

Project: Coast Fork Willamette River Bridge
Contract: 9152
Prefix: 20-4229

NARRATIVE REPORT

Signing:

On August 8, 1980 the contractor placed the required signing at locations previously staked by State crew. Originally it was proposed that the boom warning signs to boaters would be hung from the lower chords of the structure. However, it was determined by the contractor and State inspector, in order to afford greater protection to boaters the warning signs be attached to posts driven into the riverbed.

The power necessary to run the contractor's amber flashing lights was taken from various sources. Originally the contractor was to be responsible acquiring the necessary power. The contractor was later informed that power for two of the flashers could be obtained from the State's traffic signals. Power for the two remaining flashers was secured from private sources.

Traffic Signals:

Project work was originally to begin on Monday, 4 August 1980. A delay in the shipping of signal cable delayed the start until Monday 11 August. As per project provisions State Forces supplied and installed the traffic signals. The signals were still not activated by the 11th therefore project work was begun on the substructure rather than the superstructure which did not interfere with traffic and did not require the traffic signals. On 18 August, Kipp Osborne, Region Traffic Engineer and his assistant were present to activate the signals, however the contractor had not yet acquired the necessary power and the signals could not be activated. On Tuesday, 19 August the necessary power was obtained and the traffic signals were put into operation, and work began on the superstructure.

Severl problems were encountered with the traffic signal installations. Due to the heavy traffic and the allotted clearence time, the traffic would be backed up making it impossible to clear traffic during the time the green light was in operation, making it necessary at times to manually operate the traffic lights. A more serious problem was created by the traveling public's disregard of the signals. This was not only a dangerous situation but cost the State additional funds for flagmen. (Refer Price Agreement No. 1). It was the opinion of both the State and the contractor that the flagmen were necessary to insure the safety of the workmen as well as the public.

REFERRED TO
BY FINAL DESIGN ENGINEER

Sandblasting:

Originally the contractor received the wrong grade of sand from supplier. It was returned and the correct grade was shipped without much delay. The workers performed standard spotblasting on the main members of both the substructure and superstructure. For appearance sake the guardrail and lower 10 feet of the end posts were given what amounted to commercial sandblasting. This was only one example of the contractor's commendable cooperation.

Painting:

The contractor opted to use a five coat paint application which included 2 spot coats, 1 prime coat, and 2 finish coats, rather than a single spot coat, a prime coat and 2 finish coats. This method allowed for a light initial spot coat.

Painting on the substructure began on Monday, 11 August 1980 and painting of the superstructure began on Tuesday 19 August 1980. All painting was completed on Monday 8 September 1980. Due to the care taken by contractor, a minimum of complaints was received from motorists of paint spots on their cars.

Price Agreements:

The original contract did not provide for a full time flagman. The only flagging anticipated was the intermittent flagging required in covering and uncovering the signal heads. Due to the close proximity of the side roads at the west end of the project, heavy peak traffic and vehicles that occasionally ignored the 2 traffic signals, flagmen were required full time during working hours. Price Agreement No. 1 was initiated to cover this item.

State Force Orders:

Traffic signals were to be installed, maintained and salvaged by State Forces in compliance with contract provisions. This was an anticipated item. The work to be done by State Forces estimated by L. Asburry, District Engineer was in excess of anticipated amount.

## STATEMENT OF OVERRUNS AND UNDERRUNS

Project: Coast Fork Willamette River Bridge
Highway: Willamette
County: Lane

Contract: 9152
Prefix: 20-4229
FA No: (State)

| Item No. | Item | Unit | Original | Semi-final | % (+ or -) |
|---|---|---|---|---|---|
| | Bid Items | $ | 87,364.84 | 87,364.84 | -0- |
| | Anticipated Items | $ | 3,000.00 | 7,000.00* | +133.3% |
| | Contingencies | $ | 4,066.42 | 3,120.00 | - 23.3% |
| | Engineering | $ | 9,036.48 | 3,925.49 | - 56.6% |
| | Total: | $ | 103,467.74 | 101,410.33 | - 2.0% |

*Estimate only.

All substantial changes were evaluated and only those listed below meaningfully affected the total project cost.

### INDIVIDUAL OVERRUNS AND UNDERRUNS

| | | | | | |
|---|---|---|---|---|---|
| P.A. #1 | Flagging hours | $ | -0- | 3,120.00 | -- |

The original contract special provisons did not provide for a full time flagman. The only flagging anticipated was the intermittent flagging required in covering and uncovering the signal heads. Due to the close proximity of the side roads at the west end of the project, heavy peak traffic, and vehicles the occasionally ignored the 2 traffic signals, flagmen were required full time during working hours.

| | | | | | |
|---|---|---|---|---|---|
| S.F.O. #1 | State furnished signals | $ | 3,000.00 | 7,000.00 | +133.3% |

Traffic signals were to be installed, maintained and salvaged in compliance with contract provisions. This anticipated work to be done by State Forces was estimated by L. Asburry, District Engineer, to be in excess of the anticipated amount.

9152

REPORT NO. 10

(734-3001)

OREGON STATE HIGHWAY DIVISION

# FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

| | | |
|---|---|---|
| SECTION: COAST FORK WILLAMETTE RIVER BRIDGE | | WEEK ENDING: 18 OCTOBER 1980 |
| | | SECTION PREFIX: 20-4229 |
| HIGHWAY: WILLAMETTE | | COUNTY: LANE |
| NAME OF JOB: COAST FORK WILLAMETTE RIVER BRIDGE | KIND OF WORK: MAINTENANCE PAINTING | |
| CONTRACTOR: A-1 SANDBLASTING AND CLEANING CO. | CONTRACT NUMBER: 9152 | FEDERAL AID PROJECT NUMBER: STATE |
| DATE OF CONTRACT: 1 JULY 1980 | DATE WORK STARTED: 8 AUGUST 1980 | ESTIMATED COMPLETION DATE: |
| AVERAGE FORCE ON PROJECT FOR THE WEEK: 0 | SPECIFIED WORK DAYS: 60 | WORK DAYS USED: 14 |
| MEN: 0 SUPERVISION: 0 | SPECIFIED CALENDAR DAYS | CALENDAR DAYS USED |
| | SPECIFIED COMPLETION DATE | PERCENT OF TIME ELAPSED: 23.3% |
| PROJECT AUTHORIZATION: $ 103467.74 | | |
| EXCLUSIVE OF ENGINEERING: $ 94431.26 | ENGINEERING AUTHORIZATION $ 9036.48 | PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100.0% |
| ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING $ 97640.75 | ENGINEERING COST TO DATE $ 3925.49 | PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 103.4% |
| | THIS WEEK 0.0 | DATE PROJECT WAS COMPLETED: |
| ESTIMATED PERCENT OVERRUN ~~UNDERRUN~~ 3.4 % | PERCENT OF AUTHORIZATION 43.4 % | 9-9-80 |

ESTIMATED PERCENT COMPLETE (ROADWORK)

| CLEARING | DRAINAGE | GRADING | BASE | OIL AND/OR PAVE. | MAT'L. PROD. | | |
|---|---|---|---|---|---|---|---|
| | | | | | | | |

| | GRADING | SURFACING | MAINTENANCE MATERIALS | OIL & BITUMINOUS MACADAM | PAVING |
|---|---|---|---|---|---|
| MILES IN PROJECT | | | | | |
| MILES PARTIALLY COMPLETED | | | | | |
| MILES COMPLETED | | | | | |
| TOTAL ESTIMATED QUANTITIES (CONTRACT) | | | | | |
| TOTAL QUANTITIES CORRECTED TO DATE | | | | | |
| ESTIMATED QUANTITIES MOVED OR PLACED TO DATE | | | | | |
| AVERAGE DAILY QUANTITIES | | | | | |
| AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME | | | | | |
| NUMBER OF SHIFTS PER DAY | | | | | |
| HOURS PER SHIFT | | | | | |

EQUIPMENT USED DURING THE WEEK:

ESTIMATED PERCENT COMPLETE (STRUCTURES)

| ~~BRIDGE~~ NO. | CLEAN, PAINT BRIDGE | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| PERCENT | 100.% | | | | | | | |

| | WEATHER | WORK DAYS CHARGED | HOURS DELAY | CAUSE OF DELAY |
|---|---|---|---|---|
| SUNDAY | | 0 | | |
| MONDAY | SHOWERS | 0 | | |
| TUESDAY | MOSTLY CLOUDY | 0 | | |
| WEDNESDAY | MOSTLY CLOUDY | 0 | | |
| THURSDAY | CLEAR | 0 | | |
| FRIDAY | CLEAR | 0 | | |
| SATURDAY | | 0 | | |

RECEIVED
OCT 20 1980
CONSTRUCTION BRANCH

Keasey, Jackmond, Hopkins, Williams, Johnsen, Glass, Richards, Berg, Inloes, Widmer, Gebauer, Church

| GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK | |
|---|---|
| SUNDAY | Coast Fork Willamette River Bridge - for week of Oct 12 thru 18, 1980. |
| MONDAY | No activity. |
| TUESDAY | |
| WEDNESDAY | |
| THURSDAY | |
| FRIDAY | |
| SATURDAY | |

**REMARKS**

This week: No activity.

Next week: No activity.

NOTE: Contract work complete. Semi-final submitted 14 October 1980.

FINAL REPORT

SIGNED Ellis H. Jones LOCATION Eugene

Ellis H. Jones, Resident Engineer

PRIME RESIDENT SUBMIT 2 COPIES WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES

SP-F216

STATE OF OREGON

INTEROFFICE MEMO

DES 23
5286

TO: Mr. D. H. Moehring
Project Management

DATE: June 13, 1980

FROM: Jack Davis
Bridge Design Section

SUBJECT:
Maintenance Painting
Coast Fork Willamette River Br.
Willamette Highway
Lane County
Bridge 5286

NOTED
E. S. HUNTER

The following company representatives attended the pre-bid meeting for this proposed project held in the office of Ellis Jones, Resident Engineer, and at the project site on Thursday, June 12, 1980. In accordance with the requirements of special provisions of this project these companies and no other are eligible to submit bids on this project at the June 26 letting.

1. A-1 Sandblasting and Steam Cleaning Co.
   Harlin Cornett, President

2. Frank Sells Painting and Sand
   Frank Sells, Owner

3. H2O Contractors
   Jim Walker, Owner

4. Halcyon Painting
   P. Kennedy (?), Owner

5. We Painters, Inc.
   Ed Marshall, Representative

The original signed list is attached.

JLD:smd

cc E. S. Hunter
Alfred Shirley
Ellis Jones
Jack Sollis

RECEIVED
TECHNICAL SERVICES
JUN 1 '80
REFER TO
FOR

81-125-1307

TECHNICAL SERVICES BRANCH DES 6

MEMO TO THE FILE June 9, 1980

E. S. Hunter
Assistant State Highway Engineer

Pre-Bid Meetings for
Bridge Painting Projects

Pre-bid meetings will be held for two bridge painting projects scheduled for bid opening on June 26, 1980. The two projects and pre-bid meetings are:

1. Coast Fork Willamette River Bridge in Lane County; June 12 at 10 a.m. in Resident Engineer's (Ellis Jones) office in Eugene.

2. Columbia River (Astoria) Bridge; June 18 at 10 a.m. in Port of Astoria offices.

Specifications on these two projects require that prospective bidders attend these pre-bid meetings. Bids will not be accepted from any bidder who has not attended the meeting for the applicable project. A list of attendees at each meeting should be furnished by the Resident Engineer to D. H. Moehring in Project Management to be available at the June 26 bid opening.

cc D. H. Moehring
Walt Hart - Please send representive to each meeting.
Jack Sollis - Please attend each meeting.
C. O. Fredrickson
Alfred Shirley
Chet Anderson
Ellis Jones
Jack Sullivan

JS:ja

STATE OF OREGON
TECHNICAL SERVICES BRANCH

INTEROFFICE MEMO

PRO 3

TO: MEMO TO THE FILE

DATE: June 3, 1980

FROM: E. S. Hunter
Assistant State Highway Engineer

Subject: Maintenance Painting
Coast Fork Willamette River Bridge and
Willamette River-Jasper Bridge

On this date, Scott Coulter approved adding the maintenance painting of the Coast Fork, Willamette River Bridge to the June contract letting. His approval is consistent with the recommendations of John Sheldrake and Walt Hart.

The Willamette River-Jasper Bridge maintenance painting has been deferred but will go on the contract schedule for May, 1981.

cc H. S. Coulter
D. H. Moehring
R. L. Schroeder
J. H. Versteeg
Walt Hart
Jack Sullivan

ESH:ja

# ENVIRONMENTAL REVIEW CHECKLIST

ALL CLEAR 5/28/80
Donald L. Brandt

All Clear Deadline
June 26, 1980 Bid Letting _____

SECTION Coast Fork Willamette River Bridge
Highway Willamette
County Lane Region 3
Type of Work Br. Painting Funds Sp. Maint.
State ___ Consultant ___ Plans Avail. ___Yes ___No

| | Not Required | Required | Mitigation Required | Mitigation/Plans | ALL CLEAR |
|---|---|---|---|---|---|
| DOCUMENTS: | | | | | |
| EIS | | | | | |
| Negative Declaration | X | | | | |
| Project Assessment | X | | | | |
| Write-off Letter | X | | | | |
| PERMITS: | | | | | |
| Division of State Lands | X | | | | |
| D.O.G.M.I. | X | | | | |
| Corps of Engineers | X | | | | |
| Coast Guard | X | | | | |
| Co. Conditional Use | X | | | | |
| NPS Air Pollution | X | | | | |
| NPS Water Pollution | X | | | | |
| CULTURAL: | | | | | |
| Cultural Survey | | X | | | |
| Cultural Salvage | X | | | | |
| NOISE: | | | | | |
| Noise Study | X | | | | |

N/A No Fed Funds

18

L. L. Wallace
Bridge Design Engineer

May 9, 1980

Duane O. Christensen
Final Design Engineer

Temporary Protection and Direction of Traffic
for Bridge Painting Projects

Per your request we have prepared two additional 8-1/2x11" typical traffic control plan sheets that may be inserted in the Special Provisions specifications for bridge painting projects.

The drawing with four segments should replace the insert you have been using and the drawing with temporary traffic signals should be used only when applicable. The two drawings should not be included in the same project.

WGB:ab
Attachments
cc: W. G. Beard

STATE OF OREGON

INTEROFFICE MEMO

MAI 5286

TO: Mr. D. O. Christensen
Final Design Engineer

DATE: May 6, 1980

FROM: Jack Davis
Bridge Design Section

SUBJECT:

Maintenance Painting
Coast Fork Willamette River Br.
Willamette Highway
Lane County
Bridge 5286

Proposed contract maintenance painting of this bridge will incorporate temporary traffic signals to control one-way traffic over the bridge during the contractor's working hours. The traffic signals will be furnished and installed by the State. All other signs and protective devices will be furnished by the contractor.

The standard drawing for "Temporary Protection and Direction of Traffic-Bridge Painting Projects" which we presently insert into the Special Provisions is not appropriate for this project. Please prepare an 8 1/2"x11" drawing showing appropriate signing and protection for use with the traffic signals. Sketches showing the bridge site and signal locations are attached.

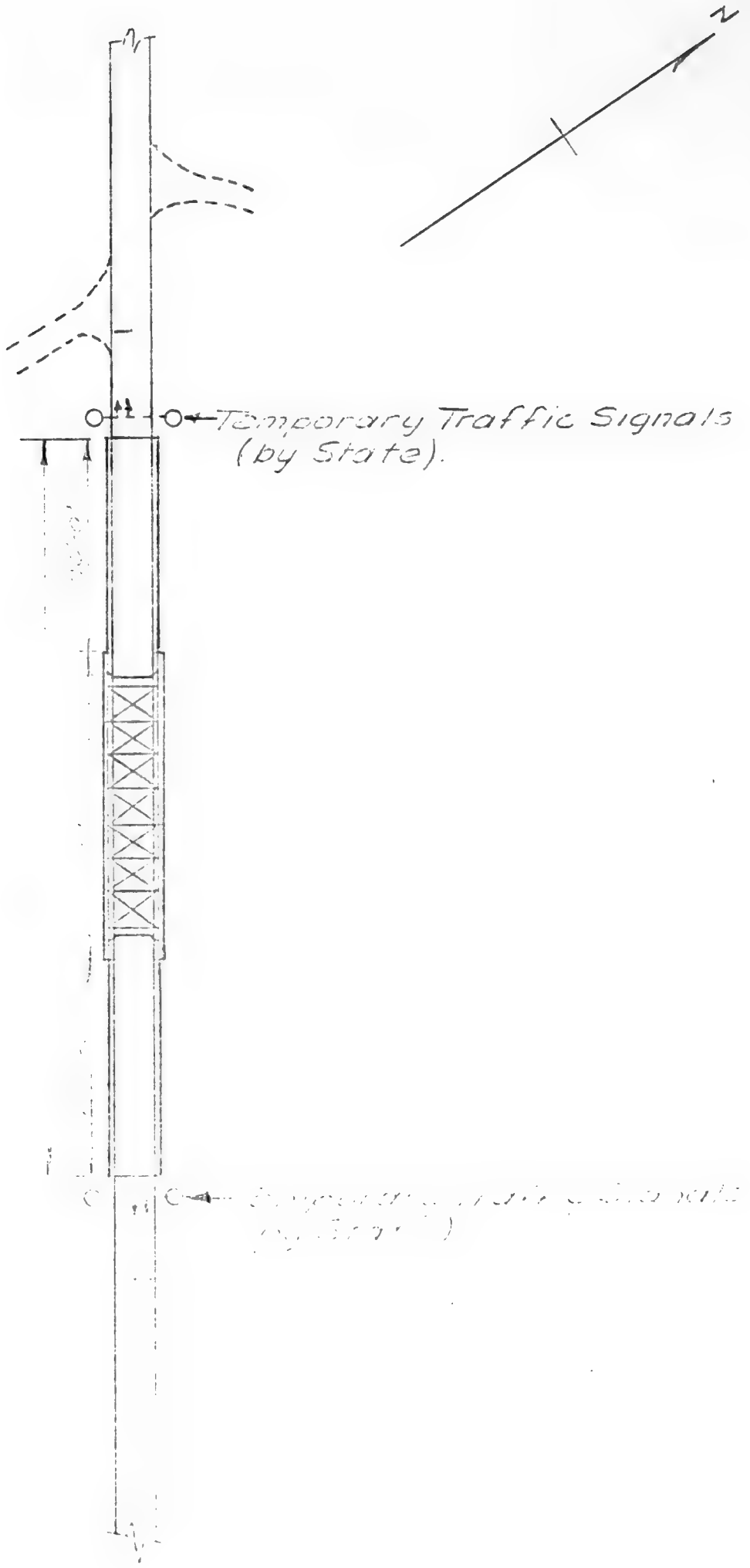
We are attempting to have this project ready for a June 5 or June 12 letting and would appreciate expediency in preparation of the drawing.

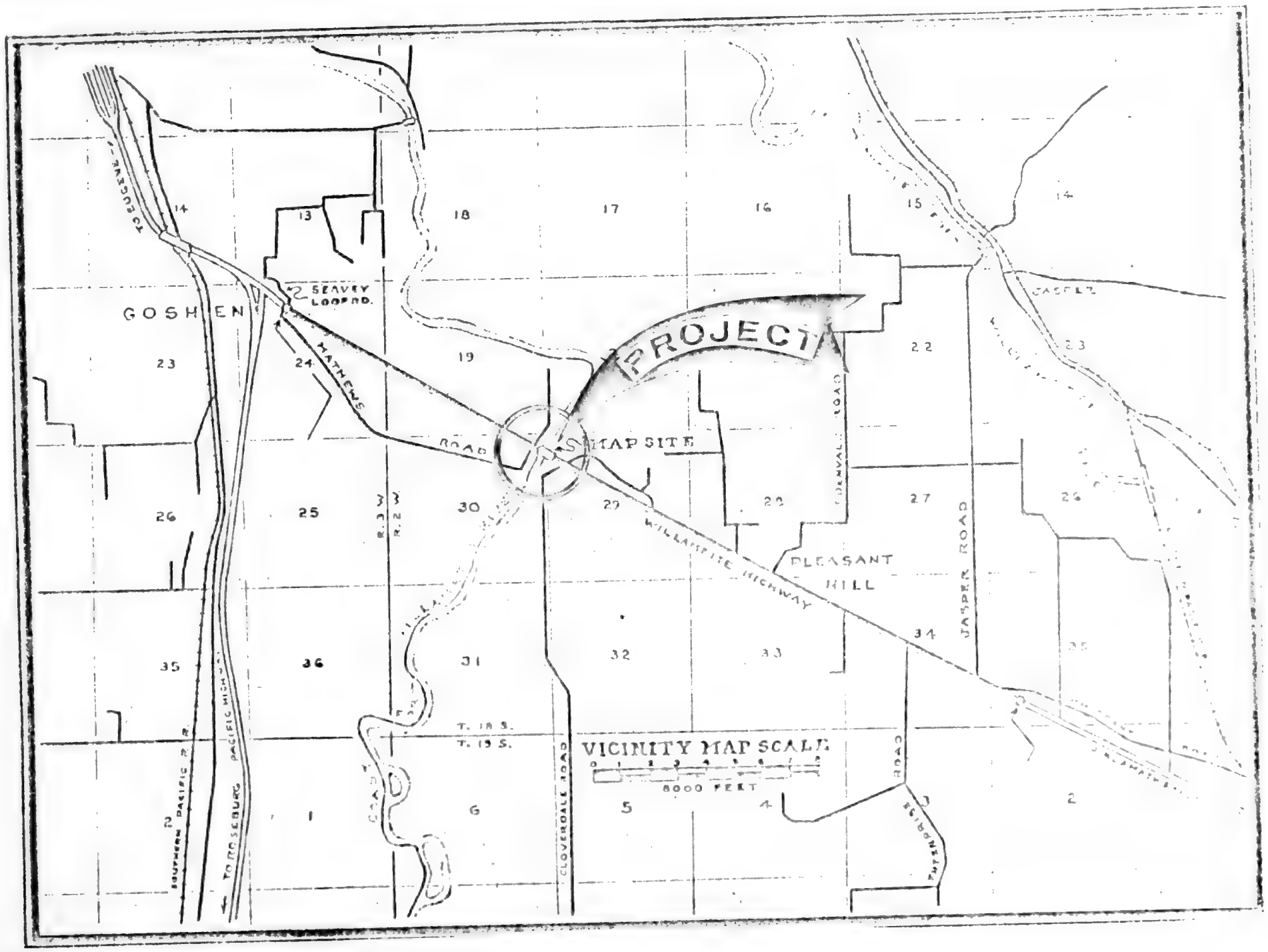
The prefix used for this project is 20-4401-163-04.

JD:smd

Attachment

81-125-1387


N
Temporary Traffic Signals
(by State).


PROJECT
MAP SITE
GOSHEN
SEAVEY LOOP RD.
HATHENS
ROAD
TO EUGENE
TO ROSEBURG
PACIFIC HIGHWAY
SOUTHERN PACIFIC R.R.
COAST FORK
WILLAMETTE HIGHWAY
CLOVERDALE ROAD
CORVALLIS ROAD
JASPER ROAD
PLEASANT HILL
JASPER
T. 18 S.
T. 19 S.
R. 3 W.
R. 2 W.
VICINITY MAP SCALE
0 1 2 3 4 5 6 7 8
8000 FEET

Identical signs to be installed at both ends of bridge facing traffic.

END CONSTRUCTION
66 x 24

Amber Flasher

BRIDGE PAINTING
8'-0
8'-0
48 x 48

Identical signs to be installed at both ends of work area facing traffic

250'±
250'±

ONE LANE ROAD AHEAD
48x48

BE PREPARED TO STOP
48x48

FLAGGER AHEAD
48x48

Median

350'±
300'±

DO NOT PASS
36 x 48
Type 'C'

RIGHT LANE CLOSED AHEAD
48x48

48x48

Work Area

20:1 Taper If Both Lanes Are To Be

When Left Lane Is Closed, Use

LEFT LANE CLOSED AHEAD
48x48

And

TEMPORARY

1980 Sandy Blvd. @ 50th & 70th 9154
Aves. (Ptld.) Sec. (Traffic sig.
installation)

Smead
No. 2-152-5L
...INGS, MN - LOS ANGE...
...OH - McGREGOR, TX U.S.A.

# HIGHWAY DIVISION
# INVOICE

INVOICE NUMBER **137618**

SEND REMITTANCE TO:
OREGON STATE HIGHWAY DIVISION
TRANSPORTATION BUILDING
SALEM, OREGON 97310

| DATE | YOUR ORDER NUMBER | BILLING REQ. NUMBER |
|---|---|---|
| 8/30/83 | | |

City of Portland
203 City Hall
Portland, OR 97204

| CODE PØRTLCØ | PREFIX | FUNC | SUB FUNC | OBJECT | P/N GROUP | AMOUNT |
|---|---|---|---|---|---|---|
| | | 324 | 02 | | | $5,963.56 |
| | 326-1029 | 296 | 00 | 000 | | 5,963.56 |
| | 326-1026 | 295 | 00 | 000 | | (5,963.56) |

| DESCRIPTION | TOTAL PRICE |
|---|---|
| Final Settlement on M-000C(11) and IX-9326(4), N.E. Sandy Blvd. at 50th Ave. & 70th Ave., Agreement #6833 | |
| Total Project Cost | $58,708.03 |
| Less: Federal Funds | (48,978.83) |
| Less: Credit for P.E. by City | (130.49) |
| Less: Advance Deposit | (3,350.00) |
| Less: State Share of Project Cost | 〈285.15〉 |
| AMOUNT DUE | $ 5,963.56 |
| Final Billing<br>A/C 110.00 | |

IF YOU HAVE QUESTIONS ON THIS INVOICE, PLEASE CONTACT:
Gary Zehner PH. 378-6011
OR Diane Galida PH. 378-5035

734-1150 (7-81)

OREGON STATE HIGHWAY DIVISION

ITEMIZED STATEMENT OF FINAL COSTS — DATE: 8-18-83

CITY: PORTLAND — AGREEMENT NO: 6833 — PROJECT NO: M-000C(11) IX-9326(4)

CONTRACT NO: 9154 — SECTION: NE Sandy Blvd. @ 50th Ave. & 70th Ave.

PRELIMINARY ENGINEERING: Prefix No. 326-1971

| | |
|---|---|
| Resident Engineer | $ 52.35 |
| Work by City | 1,833.97 |
| Final Design | 146.28 |
| Signing | 1,882.70 |
| Audit Expense | 276.10 |
| Program Section | 90.47 |
| Specifications | 526.06 |
| Administrative Services | 16.86 |
| TOTAL P.E. COST | $ 4,824.79 |
| Less Federal Funds (FAU) | 4,254.50 |
| BALANCE | $ 570.29 |

STATE SHARE: 50% of $570.29 = $285.15
CITY SHARE: 50% of $570.29 = $285.14

CONSTRUCTION: Prefix No. 326-1029

| | |
|---|---|
| Payment to Contractor | $ 45,737.00 |
| Interest on Final Payment | 22.33 |
| Construction Engineering | 6,519.82 |
| Payment to City | 480.28 |
| Signing | 735.91 |
| Program Section | 112.09 |
| Salem Lab | 127.86 |
| Portland Lab | 53.19 |
| Technical Services | 1.20 |
| Construction Section | 55.81 |
| Training | 18.44 |
| EEO Monitoring | 19.31 |
| TOTAL CONST. COST | $ 53,883.24 |
| Less Federal Funds | 44,724.33 |
| CITY SHARE CONST. | $ 9,158.91 |

SUMMARY:

| | |
|---|---|
| City Share P.E. | $ 285.14 |
| City Share Const. | 9,158.91 |
| TOTAL CITY SHARE | $ 9,444.05 |
| Credit for P.E. by City | (130.49) |
| Less Const. Advance Deposit 7-22-80 | (3,350.00) |
| AMOUNT DUE FROM CITY | $ 5,963.56 |

GEZ:pf

9154

Multnomah

# OREGON STATE HIGHWAY DIVISION

ITEMIZED STATEMENT OF FINAL COSTS — DATE: 7-21-83

CITY: PORTLAND — AGREEMENT NO: 6833 — PROJECT NO: M-000C(11) IX-9326(4)

CONTRACT NO: 9154 — SECTION: NE (Sandy Blvd. @ 50th Ave. & 70th Ave.)

PRELIMINARY ENGINEERING: Prefix No. 326-1971

| | |
|---|---|
| Resident Engineer | $ 52.35 |
| Work by City | 1,964.46 |
| Final Design | 146.28 |
| Signing | 1,882.70 |
| Audit Expense | 276.10 |
| Program Section | 90.47 |
| Specifications | 526.06 |
| Administrative Services | 16.86 |
| TOTAL P.E. COST | $ 4 955.28 |
| Less Federal Funds (FAU) | 4,254.50 |
| BALANCE | $ 700.78 |

STATE SHARE: 50% of $700.78 = $350.39
CITY SHARE: 50% of $700.78 = $350.39

CONSTRUCTION: Prefix No. [illegible]

| | |
|---|---|
| Payment to Contractor | $ 45 737.00 |
| Interest on Final Payment | 22.33 |
| Construction Engineering | 6 [illegible] |
| Payment to City | 480.28 |
| Signing | 735.91 |
| Program Section | 112.09 |
| Salem Lab | 127.86 |
| Portland Lab | 53.19 |
| Technical Services | 1.20 |
| Construction Section | 55 81 |
| Training | 18.44 |
| ELO Monitoring | 19.31 |
| TOTAL CONST. COST | $ 53 883.24 |
| Less Federal Funds | 44 724.33 |
| CITY SHARE CONST. | $ 9.158.91 |

SUMMARY:

| | |
|---|---|
| City Share P.E. | $ 350.39 |
| City Share Const. | 9,158.91 |
| TOTAL CITY SHARE | $ 9 509.30 |
| Credit for P.E. by City | (130.49) |
| Less Const. Advance Deposit 7-22 80 | (3,350.00) |
| AMOUNT DUE FROM CITY | $ 6 028.81 |

(MEMORANDUM) 326-1971

FORM APPROVED BY COMPTROLLER GENERAL, U.S. MAY 12, 1966

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

STATE VOUCHER NO.

FHWA VOUCHER NO.

# VOUCHER FOR WORK PERFORMED UNDER PROVISIONS OF THE FEDERAL AID AND FEDERAL HIGHWAY ACTS, AS AMENDED

APPROPRIATION

FHWA SCHEDULE NO.

THE UNITED STATES, DR., TO *(Insert official or depositary named in project agreement)*

Treasurer of the State of Oregon

PAID BY

ADDRESS

Capitol Bldg.
Salem, OR 97310

*(For use of Paying Office)*

STATE

Oregon

VOUCHER TYPE *(Check Appropriate Block)*

☐ CURRENT BILLING

VOUCHER PERIOD — FROM 1/17/79 — TO 6/30/80

☐ OTHER PROGRESS

☒ FINAL VOUCHER (*) Post

FEDERAL AID PROJECT NO.

N-000C(11)

*(*) Use Form FHWA-1447 for Final Voucher for a project constructed under certification acceptance or secondary road procedures (23 U.S.C. 117).*

| TOTAL ACTUAL COST | TOTAL PARTICIPATING COST | PRO-RATA OF PARTICIPATING COST CLAIMED FROM U.S. | TOTAL AMOUNT CLAIMED FROM U.S. | LESS PREVIOUS PAYMENTS | NET AMOUNT CLAIMED |
|---|---|---|---|---|---|
| $4,830.54 | $4,824.79 | 88.18% | $4,254.50 | $4,254.50 | $ 0.00 |

RECEIVED DIVISION OFFICE — BY — DATE

DIVISION OFFICE REVIEW MADE — BY — DATE 1/13/83

PASSED FOR PAYMENT — BY — DATE — Controller

REMARKS Oregon

$ 0.00

FORM PR-20A
(Rev. 5-78)

PREVIOUS EDITIONS ARE OBSOLETE

STATEMENT OF COSTS INCURRED UNDER PROJECT AGREEMENT

| ITEM NO. | ITEM | QUANTITY | UNIT | UNIT PRICE | AMOUNT | NOTATIONS (Payee must not use this column) |
|---|---|---|---|---|---|---|
| | N.E. Sandy Blvd. at 50th Ave. & 70th Ave. & N.E. Columbia Blvd. at 52nd Ave. (Portland) Section Multnomah County | | | | | |
| | Preliminary Engineering | | | | | |
| | Type Code P.E. | | | | | |
| | Work by City of Portland | All Required | | | $1,833.97 | |
| | State | All Required | | | 2,714.72 | |
| | Total Participating Project Cost | | | | $4,548.69 | |
| | Misc. Project Cost | | | | | |
| | Audit Expense | All Required | | | 276.10 | |
| | Total Participating Project Cost | | | | $4,824.79 | |
| | Nonparticipating Project Cost | | | | | |
| | City of Portland Share of Project | All Required | | | (130.49) | |
| | Preliminary Engineering (State) | All Required | | | 136.24 | |
| | Total Nonparticipating Cost | | | | $ 5.75 | |
| | Total Project Cost | | | | $4,830.54 | |
| | Prepared based on Participating Costs as shown on Federal Billing as of 1/20/83. | | | | | |

AMOUNT CARRIED FORWARD . . . .

| | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| | | 326 | 1970 | 901 | 00 N 1 | | | 19.53CR | | |
| | | 326 | 1970 | 901 | 00 N 1 | | | 723.25CR | 4,906.44 | |
| | | 326 | 1970 | 903 | 00 P 1 | | | 4.50CR | 357.74 | |
| | | 326 | 1970 | 905 | 00 P 1 | | | 73.32CR | 3,998.50 | |
| | | 326 | 1970 | 911 | 00 P 1 | | | | 53.34 | |
| | | 326 | 1970 | 913 | 00 P 1 | | | | 374.15 | |
| | | 326 | 1970 | 915 | 00 P 1 | | | | 71.09 | |
| | | 326 | 1970 | 920 | 00 P 1 | | | | 2,098.86 | |
| | | 326 | 1970 | 921 | 00 P 1 | | | | 273.55 | |
| | | 326 | 1970 | 986 | 00 P 1 | | | 781.54CR | 12,199.46 | |
| | | | | TOT | P1 | | | 23.50 | 291.94CR | |
| | | | | TOT | N1 | | | 758.04CR** | 11,907.52 ** | |
| | | | | ** JOB TOTALS ** | | | ** | | | |

| | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| PORTL PED SIG | CONT NO | * FA PROJ NOS M | | 000C011 100 | | | | | | | STATE |
| | | 326 | 1971 | 294 | 00 N 1 | Credit to | | | | 130.49CR | |
| | | 326 | 1971 | 296 | 00 N 9 | Tr. St. | 101.83CR | | 201.43CR | 4,254.50CR | |
| | | 326 | 1971 | 298 | 00 N 9 | Tr. Fed. | 101.83 | | 201.43 | 4,254.50 | |
| | | 326 | 1971 | 901 | 00 P 1 | Acct Exp | | | | 52.35 | |
| | | 326 | 1971 | 903 | 00 P 1 | Pay - Exp | | | | 1,833.97 | |
| | | 326 | 1971 | 905 | 00 P 1 | Fin. Exp | | | | 146.28 | |
| | | 326 | 1971 | 911 | 00 P 1 | | | | | 1,882.70 | |
| | | 326 | 1971 | 915 | 00 P 1 | Audit | 115.48 | | 115.48 | 276.10 | |
| | | 326 | 1971 | 920 | 00 P 1 | Prof. Svc | | | 16.20CR | 90.47 | |
| | | 326 | 1971 | 921 | 00 P 1 | Travel | | | | 526.06 | |
| | | 326 | 1971 | 922 | 00 P 1 | Admin. Exp | | | | 16.86 | |
| | | 326 | 1971 | 960 | 00 N 1 | Personal Svc | | | | 136.24 | |
| | | | | TOT | P1 | | 115.48 | | 99.28 | 4,824.79 | |
| | | | | TOT | N1 | | | | | 5.75 | |
| | | | | ** JOB TOTALS ** | | | 115.48 ** | | 99.28 ** | 4,830.54 ** | |

| | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| PRTLD PV MARKING #5 | CONT NO | * FA PROJ NOS PMS 000S086 100 | | | | | | | | STATE |
| | 326 | 1972 | 296 | 00 N 9 | | | | | 184.40CR | |
| | 326 | 1972 | 298 | 00 N 9 | | | | | 184.40 | |
| | 326 | 1972 | 905 | 00 P 1 | | | | | 131.30 | |
| | 326 | 1972 | 920 | 00 P 1 | | | | | 15.00 | |
| | 326 | 1972 | 923 | 00 P 1 | | | | | 38.10 | |



| DESCRIPTION | PREFIX | FUNCTION | SUB | F. | GR | CURRENT MONTH | FISCAL YEAR TO DATE | GRAND TOTAL TO DATE | |
|---|---|---|---|---|---|---|---|---|---|
| | | TOT | | P1 | | | | 184.40 | |
| | | ** JOB TOTALS ** | | | | ** | ** | 184.40 | ** |

| | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| SRTC RR XNGN MAIN AV GRESHM | CONT NO | * FA PROJ NOS RRS 9314001 100 | | | | | | | | STATE |
| | | [illegible] | | 00 N 9 | | | | | 142.60CR | |

801 OREGON STATE HIGHWAY DEPARTMENT 02/10/83 PAGE 113
FHWA BILLING VOUCHER

| PREFIX | GRP FL | FED AID PROJ APPR | AGREEMENT AMOUNT | TOTAL COSTS TO DATE | PARTIC. AMOUNT | % OF PARTIC. | FEDERAL SHARE | AMOUNT PREV. CLAIMED | ADJUSTMENT AND CODE | AMOUNT OF THIS VOUCHER |
|---|---|---|---|---|---|---|---|---|---|---|
| 326-1948 | 1 | SOS -2601-007 APPR-680 | 4,516.59 | 4,825.12 | 4,825.12 | 85.77 | 4,138.51 | 1,534.00 | | 2,604.51 |
| 326-1949 | 1 | M -9822-003 APPR-W36 | 128,700.00 | 67,594.82 | 70,590.63 | 85.80 | 60,566.76 | 60,438.26 | | 128.50 |
| 326-1950 | 1 | RR00-000S-006 APPR-686 | 675.00 | 261.81 | 261.81 | 90.00 | 235.63 | 235.63 | | |
| 326-1952 | 1 | M -9956-006 APPR-W36 | 16,290.00 | 17,284.96 | 18,031.97 | 85.77 | 15,466.02 | 15,466.02 | | |
| 326-1953 | 1# | M -000C-008 APPR-W36 | 7,083.25 | 8,271.44 | 8,258.42 | 85.77 | 7,083.25 | 7,083.25 | | |
| 326-1955 | 1# | RR00-000S-029 APPR-686 | 900.00 | 656.22 | 649.32 | 90.00 | 584.39 | 584.39 | | |
| 6-1956 | 1# | XI -9867-002 APPR-823 | 1,510.13 | 1,760.67 | 1,760.67 | 85.77 | 1,510.13 | 1 3.13 | | |
| 326-1957 | 1# | M -000C-009 APPR-W36 | 3,835.56 | 4,204.32 | 4,471.91 | 85.77 | 3,835.56 | 3,835.56 | | |
| 326-1958 | 1 | RR0 -000S-048 APPR-685 | 2,250.00 | 205.95 | 205.95 | 90.00 | 185.36 | 185.36 | | |
| 326-1959 | 1 | XI -9891-001 APPR-823 | 70,000.00 | 11,097.28 | 10,954.96 | 85.77 | 9,396.07 | 9,391.44 | | 4 63 |
| 326-1960 | 1# | XI -0000-008 APPR-823 | 8,420.09 | 9,817.06 | 9,817.06 | 85.77 | 8,420.09 | 8,420.09 | | |
| | 2# | XI0 -0000-008 APPR-772 | 2,090.44 | 2,437.26 | 2,437.26 | 85.77 | 2,090.44 | 2,090.44 | | |
| 326-1960 | | PREFIX TOTALS | 10,510.53 | 12,254.32 | 12,254.32 | | 10,510.53 | 10,510.53 | | |
| 326-1961 | 1 | XI0 -9877-001 APPR-772 | 7,093.52 | 8,388.94 | 8,378.58 | 85.77 | 7,186.31 | 7,093.52 | 92.79 B | |
| 326-1962 | 1# | RR00-000S-030 APPR-686 | 902.70 | 1,009.44 | 1,003.00 | 90.00 | 902.70 | 902.70 | | |
| 326-1965 | 1 | M -9956-003 APPR-W36 | 185,828.00 | 238,074.31 | 236,272.45 | 78.19 | 184,741.43 | 184,741.43 | | |
| 326-1966 | 1 | XI -9926-002 APPR-823 | 136,232.00 | 156,718.95 | 156,240.73 | 85.77 | 134,007.67 | 134,000.55 | | 7 12 |
| | 2 | XI0 -9926-002 APPR-772 | 17,240.00 | 20,100.46 | 20,100.46 | 85.77 | 17,240.16 | 17,240.00 | 16 B | |
| 326-1966 | | PREFIX TOTALS | 153,472.00 | 176,819.41 | 176,341.19 | | 151,247.83 | 151,240.55 | 16 | 7 12 |
| 326-1967 | 1# | PMS -000S-067 APPR-140 | 162.40 | 162.40 | 162.40 | 100.00 | 162.40 | 162.40 | | |
| 326-1968 | 1# | M -000C-012 APPR-W36 | 11,314.79 | 12,546.46 | 12,835.84 | 88.15 | 11,314.79 | 11,314.79 | | |
| 326-1970 | 1# | M -000C-013 APPR-W36 | 10,757.48 | 11,907.52 | 12,199.46 | 88.18 | 10,757.48 | 10,757.48 | | |
| 326-1971 | 1# | M -000C-011 APPR-W36 | 4,254.50 | 4,830.54 | 4,824.79 | 88.18 | 4,254.50 | 4,254.50 | | |
| 326-1972 | 1# | PMS -000S-086 APPR-140 | 184.40 | 184.40 | 184.40 | 100.00 | 184.40 | 184.40 | | |
| 326-1973 | 1# | RRS -9314-001 APPR-138 | 142.60 | 181.33 | 158.44 | 90.00 | 142.60 | 142.60 | | |
| 326-1977 | 1# | M -9793-001 APPR-W36 | 146,037.82 | 170,454.53 | 170,207.25 | 85.80 | 146,037.82 | 146,037.82 | | |

(MEMORANDUM)

FORM APPROVED BY COMPTROLLER GENERAL, U[illegible] MAY 12, 1966

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

ST[illegible] VOUCHER NO.

FHWA VOUCHER NO. 326-1029

**VOUCHER FOR WORK PERFORMED UNDER PROVISIONS OF THE FEDERAL AID AND FEDERAL HIGHWAY ACTS, AS AMENDED**

APPROPRIATION

FHWA SCHEDULE NO.

THE UNITED STATES, DR., TO *(Insert official or depositary named in project agreement)*

PAID BY

ADDRESS ~~Treasurer of the State of Oregon~~
Capitol Bldg.
Salem, OR 97310

*(For use of Paying Office)*

STATE Oregon

VOUCHER TYPE *(Check Appropriate Block)*

☐ CURRENT BILLING

VOUCHER PERIOD FROM

TO 6/1/[illegible] 9/29/82

☐ OTHER PROGRESS

☐ FINAL VOUCHER (*) X

FEDERAL AID PROJECT NO. IX-9326(4)

*(*) Use Form FHWA-1447 for Final Voucher for a project constructed under certification acceptance or secondary road procedures (23 U.S.C. 117).*

| TOTAL ACTUAL COST | TOTAL PARTICIPATING COST | PRO-RATA OF PARTICIPATING COST CLAIMED FROM U.S. | TOTAL AMOUNT CLAIMED FROM U.S. | LESS PREVIOUS PAYMENTS | NET AMOUNT CLAIMED |
|---|---|---|---|---|---|
| $53,[illegible]83.24 | $52,616.86 | 85% | $44,724.33 | $44,724.33 | $ 0.00 |

RECEIVED DIVISION OFFICE
BY DATE

DIVISION OFFICE REVIEW MADE
BY DATE

PASSED FOR PAYMENT
BY DATE

REMARKS Oregon 1/13/83 Controller

$ [illegible].00

FORM PR-20A
(Rev. 5-78)

PREVIOUS EDITIONS ARE OBSOLETE

STATEMENT OF COSTS INCURRED UNDER PROJECT AGREEMENT

| ITEM NO. | ITEM | QUANTITY | UNIT | UNIT PRICE | AMOUNT | NOTATIONS (Payee must not use this column) |
|---|---|---|---|---|---|---|
| | N.E. Sandy Blvd. at 50th and 70th Avenue<br>Multnomah County | | | | | |
| | Construction<br>Type Code Y031<br>Traffic Signals<br>Final Contract Payment Summary | Lump Sum | | | $45,737.00 | |
| | Construction Engineering<br>State<br>City of Portland | All Required<br>All Required | | | 6,805.84<br>54.71<br>$ 6,860.55 | |
| | Misc. Project Cost<br>EEO Monitoring Expense<br>Total Participating Project Cost | All Required | | | 19.31<br>$52,616.86 | |
| | Nonparticipating Project Cost<br>Interest on Final Payments<br>Construction Engineering (State)<br>Total Nonparticipating Project Cost<br>Total Project Cost | All Required<br>All Required | | | 22.33<br>1,244.05<br>$ 1,266.38<br>$53,883.24 | |
| | Prepared based on Participating Costs as shown on Federal Billing as of 1/20/83. | | | | | |

AMOUNT CARRIED FORWARD . . .

| DESCRIPTION | PREFIX | FUNCTION | SUB F. | GR | CURRENT MONTH | FISCAL YEAR TO DATE | GRAND TOTAL TO DATE | ACTIVE YRS BEG | ACTIVE YRS END |
|---|---|---|---|---|---|---|---|---|---|
| | 326 1028 | 941 | 00 | P 2 | | | 371.91 | 81 | 82 |
| | 326 1028 | 944 | 00 | P 1 | | | 233.39 | 81 | 81 |
| | 326 1028 | 944 | 00 | P 2 | | | 208.42 | 81 | 81 |
| | 326 1028 | 945 | 00 | P 1 | | | 328.81 | 81 | 82 |
| | 326 1028 | 945 | 00 | P 2 | | | 315.89 | 81 | 82 |
| | 326 1028 | 948 | 00 | P 1 | | | 108.01 | 81 | 82 |
| | 326 1028 | 948 | 00 | P 2 | | | 3.22 | 81 | 81 |
| | | TOT | 00 | | | | 156,468.31 | | |
| | | TOT | P1 | | | | 118,582.01 | | |
| | | TOT | P2 | | | | 561.52 | | |
| | | TOT | N1 | | | | 27.73 | | |
| | | TOT | N2 | | | | 275,639.57 ** | | |
| | | ** JOB TOTALS ** | | | ** | ** | | | |
| SANDY BLVD @ 50TH&70TH AV | CONT NO 9154 & FA PROJ NOS XI 9326004 100 | | | | | | | STATE | |
| | 326 1029 | 201 | 00 | P 1 | | | 45,737.00 | 81 | 81 |
| | 326 1029 | 206 | 00 | N 1 | | | 22.33 | 81 | 81 |
| | 326 1029 | 295 | 00 | N 9 | | | 2,850.00 | 82 | 82 |
| | 326 1029 | 296 | 00 | N 9 | 110.27 | 1,033.39 | 47,574.33CR | 80 | 83 |
| | 326 1029 | 298 | 00 | N 9 | 110.27CR | 1,033.39CR | 44,724.33 | 80 | 83 |
| | 326 1029 | 900 | 00 | P 1 | 14.25CR | 1,225.71CR | 5,249.42 | 80 | 83 |
| | 326 1029 | 900 | 00 | N 1 | 14.25 | 1,225.71 | 1,244.05 | 81 | 83 |
| | 326 1029 | 903 | 00 | P 1 | | | 480.28 | 81 | 81 |
| | 326 1029 | 911 | 00 | P 1 | | | 735.91 | 81 | 81 |
| | 326 1029 | 915 | 00 | P 1 | 115.48CR | 115.48CR | | 82 | 83 |
| | 326 1029 | 920 | 00 | P 1 | | | 112.09 | 80 | 80 |
| | 326 1029 | 940 | 00 | P 1 | | | 127.86 | 81 | 82 |
| | 326 1029 | 941 | 00 | P 1 | | | 53.19 | 81 | 81 |
| | 326 1029 | 944 | 00 | P 1 | | | 1.20 | 81 | 81 |
| | 326 1029 | 945 | 00 | P 1 | | 14.25 | 55.81 | 81 | 82 |
| | 326 1029 | 948 | 00 | P 1 | | | 26.35 | 81 | 82 |
| | 326 1029 | 960 | 00 | P 1 | | | 18.44 | 81 | 81 |
| | 326 1029 | 985 | 00 | P 1 | | | 19.31 | 81 | 81 |
| | | TOT | P1 | | 129.73CR | 1,326.94CR | 52,616.86 | | |
| | | TOT | N1 | | 14.25 | 1,225.71 | 1,266.38 | | |
| | | ** JOB TOTALS ** | | | 115.48CR** | 101.23CR** | 53,883.24 ** | | |
| ARTERIAL ST O'LAY PROJECT | CONT NO 9161 & FA PROJ NOS XI 0000022 100 | | | | | | | STATE | |
| | 326 1031 | 201 | 00 | P 1 | | | 635,761.84 | 80 | 81 |
| | 326 1031 | 208 | 00 | N 1 | | | 34.56CR | 81 | 81 |
| | 326 1031 | 294 | 00 | N 1 | | | 1,451.44CR | 81 | 81 |
| | 326 1031 | 295 | 00 | N 9 | | | 38,236.52 | 80 | 82 |
| | 326 1031 | 296 | 00 | N 9 | | | 605,603.90CR | 80 | 82 |
| | 326 1031 | 298 | 00 | N 9 | | | 567,367.38 | 80 | 81 |
| | 326 1031 | 900 | 00 | P 1 | | | 6,903.20 | 80 | 81 |
| | 326 1031 | 903 | 00 | P 1 | | | 24,190.76 | 81 | 81 |
| | 326 1031 | 920 | 00 | P 1 | | | 103.59 | 80 | 80 |

| PREFIX | GRP FL | FED AID PROJ APPR | AGREEMENT AMOUNT | TOTAL COSTS TO DATE | PARTIC AMOUNT | % OF PARTIC | FEDERAL SHARE | AMOUNT PREV. CLAIMED | ADJUSTMENT AND CODE | AMOUNT OF THIS VOUCHER |
|---|---|---|---|---|---|---|---|---|---|---|
| | 3# | SOS -2601-006 APPR-680 | 5,885.40 | 7,036.92 | 6,859.44 | 85.80 | 5,885.40 | 5,885.40 | | |
| | 9% | | | | | | | | | |
| 326-1017 | PREFIX TOTALS | | 108,515.02 | 130,318.19 | 126,474.38 | | 108,515.02 | 108,515.02 | | |
| 326-1018 | 1# XI | -9407-003 APPR-823 | 60,809.69 | 71,341.93 | 71,540.81 | 85.00 | 60,809.69 | 60,809.69 | | |
| 326-1019 | 1# XI | -9699-001 APPR-823 | 329,110.54 | 388,305.06 | 387,188.87 | 85.00 | 329,110.54 | 329,110.54 | | |
| | 8# XI | -9699-001 APPR-823 | 103,472.11 | 121,732.15 | 121,731.89 | 85.00 | 103,472.11 | 103,472.11 | | |
| 326-1019 | PREFIX TOTALS | | 432,582.65 | 510,037.21 | 508,920.76 | | 432,582.65 | 432,582.65 | | |
| 326-1020 | 1 XI | -9822-005 APPR-823 | 1634,200.00 | 1832,985.23 | 1757,122.61 | 85.00 | 1493,554.22 | 1493,554.22 | | |
| 326-1021 | 1 RRS | -9913-001 APPR-138 | 71,770.00 | 76,238.75 | 76,238.75 | 90.00 | 68,614.88 | 68,614.88 | | |
| 326-1022 | 1 RRO | -0005-002 APPR-685 | 66,992.41 | 73,583.39 | 73,583.39 | 90.00 | 66,225.05 | 66,225.05 | | |
| 326-1023 | 1 XI | -9926-004 APPR-823 | 175,100.00 | 205,469.19 | 205,469.19 | 85.00 | 174,648.81 | 174,648.81 | | |
| 326-1024 | 1 H | -000C-015 APPR-W36 | 29,827.00 | 32,040.85 | 32,130.56 | 88.15 | 28,323.09 | 28,298.55 | | |
| | 2 XI | -000C-015 APPR-823 | 51,977.00 | 66,883.50 | 66,805.41 | 85.00 | 56,784.60 | 51,977.00 | | |
| 326-1024 | PREFIX TOTALS | | 81,804.00 | 98,924.35 | 98,935.97 | | 85,107.69 | 80,275.55 | | |
| 326-1025 | 1 XI | -9704-004 APPR-823 | 690,200.00 | 811,962.37 | 815,798.97 | 85.00 | 693,429.12 | 690,200.00 | | |
| | 2 X10 | -9704-004 APPR-772 | 117,538.00 | 138,280.00 | 138,280.00 | 85.00 | 117,538.00 | 117,538.00 | | |
| | 8 XI | -9704-004 APPR-823 | 91,800.00 | 108,695.86 | 108,158.60 | 85.00 | 91,934.81 | 91,800.00 | | |
| 326-1025 | PREFIX TOTALS | | 899,538.00 | 1058,938.23 | 1062,237.57 | | 902,901.93 | 899,538.00 | | |
| 326-1026 | 1 XI | -000C-014 APPR-823 | 771,500.00 | 758,764.24 | 758,764.24 | 85.00 | 644,949.60 | 644,949.60 | | |
| 326-1027 | 1 XI | -000C-016 APPR-823 | 191,250.00 | 152,234.19 | 152,129.72 | 85.00 | 129,310.26 | 129,310.26 | | |
| 326-1028 | 1 XI | -9823-001 APPR-823 | 121,603.00 | 157,029.83 | 156,468.31 | 85.00 | 132,998.06 | 121,603.00 | | |
| | 2 XI | -9699-002 APPR-823 | 126,505.00 | 118,609.74 | 118,582.01 | 85.00 | 100,794.71 | 100,794.71 | | |
| 326-1028 | PREFIX TOTALS | | 248,108.00 | 275,639.57 | 275,050.32 | | 233,792.77 | 222,397.71 | | |
| 326-1029 | 1# XI | -9326-004 APPR-823 | 44,724.33 | 53,883.24 | 52,616.86 | 85.00 | 44,724.33 | 44,724.33 | | |
| 326-1031 | 1# XI | -0000-022 APPR-823 | 567,367.38 | 666,052.50 | 667,491.04 | 85.00 | 567,367.38 | 567,367.38 | | |
| 326-1032 | 1 XI | -9793-003 APPR-823 | 4448,950.00 | 4571,995.04 | 4542,774.17 | 85.00 | 3861,358.04 | 3856,463.71 | | |

clm

cc: H. S. Coulter, OSHD

STATE COPY

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

# FINAL ACCEPTANCE REPORT

| REGION NO. | REPORT NO. | COUNTY | DIVISION |
|---|---|---|---|
| 10 | 2 | Multnomah | Oregon |
| **DATE OF REPORT** | **REPORT MADE BY** | | **PROJECT NO.** |
| 9/13/82 | Original Signed by T. P. LOWE<br>T. P. Lowe, Area Engineer | | IX-9326(4) |
| **COMPLETION DATE** | **ACCEPTANCE DATE BY CONTRACT AGENCY** | **TIME ELAPSED** | **CONTRACT TIME** |
| 1/28/81 | 6/25/81 | 100 % | 180 days |
| **APPROVED EXTENSIONS** | **LOCATION** | | |
| N/A | See below | | |

*The PR-47, Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds, has been submitted.

*A copy of the State's materials certificate is attached to the Division office copy of this report.
There is compliance with section 1.23 of the Regulations pertaining to encroachments on the right-of-way.

**REMARKS:** *The project has been completed in reasonably close conformity with the approved plans and specifications including authorized changes and extra work.*

RECEIVED
STATE HWY ENGR
OCT 6 '82
REFER TO
FOR
Info | Invest | R/D | D/R | Sign | Act | File

SANDY BLVD. @ 50th & 70th (PORTLAND)
FAU-9326 - SANDY BLVD.
Pedestrian Signal

The project provided for pedestrian signals at the subject intersection.

The completed signals were inspected.

At 70th Street the new signal was fully functional. It was interesting to note an audible beeper in the signal to notify blind persons of the walk cycle.

The completed work appears satisfactory and acceptance is recommended.

Final cost is $56,000.00 - the same as the original authorization.

NOTED
W. E. SCHWARTZ

*NOTE: Not applicable for direct federal projects.

| ACCEPTANCE OF PROJECT IS RECOMMENDED | | ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION | |
|---|---|---|---|
| SIGNATURE<br>Original Signed by T. P. LOWE<br>T. P. Lowe | | SIGNATURE<br>Original Signed by G. K. HOSSNER<br>G. K. Hossner | |
| TITLE<br>Area Engineer | DATE | TITLE<br>Field Operations Engineer | DATE<br>9-29-82 |

FORM FHWA-1446 B (12-73) FORMERLY PR-33E

Previous Editions of PR-33E Will Not Be Used.

File L.7

REPORT OF ACTION UNDER DELEGATED AUTHORITY BY
ASSISTANT STATE HIGHWAY ENGINEER

On behalf of the Commission and under authority delegated to me to accept contracts completed according to specifications, I accepted the following:

| Contractor and Contract No. | Section & County | Acceptance Date |
|---|---|---|
| Paul Bros., Inc.<br>No. 8781 | Cow Creek Safety Rest Area<br>Douglas County | June 5, 1981 |
| Dales Sand & Gravel Co., Inc.<br>No. 9096 | Scholls Hwy. @ Allen Blvd. (Beaverton)<br>Washington County | June 5, 1981 |
| R. L. Coats<br>No. 9028 | Plainview Rd.-Deschutes River<br>Deschutes County | June 8, 1981 |
| Oceanlake Paving Co.<br>No. 8969 | Port Drive (Depoe Bay)<br>Lincoln County | June 12, 1981 |
| Salem Road & Driveway Company<br>No. 9138 | Silverton Rd. NE & Lana Ave. (Salem)<br>Marion County | June 16, 1981 |
| Western Const., Inc.<br>No. 8880 | Brogan Hill-Brogan<br>Malheur County | June 17, 1981 |
| Weaver Construction Co.<br>No. 9114 | Wenaha River (Troy) Bridge<br>Wallowa County | June 18, 1981 |
| Hamilton Construction Co.<br>No. 8989 | Beaver Slough (McLean) & Clatskanie Slough (Erickson) Brs. | June 19, 1981 |
| J. C. Compton Co.<br>No. 9133 | W. Cascade Locks Intchge.-Herman Creek, Hood River Co. | June 19, 1981 |
| Tice Electric Co.<br>No. 9154 | Sandy Blvd. @ 50th & 70th Aves.<br>Multnomah County | June 25, 1981 |
| Hansen Electric Co., Inc.<br>No. 9168 | Oregon Coast Hwy. @ N. 22nd St. (Lincoln City)<br>Lincoln County | June 25, 1981 |
| Stach Construction Co.<br>No. 9206 | "D" Canal (6th St.) Bridge<br>Klamath County | June 25, 1981 |
| Roy L. Houck Construction Co.<br>No. 8882 | Pine St. NE-Academy St. NE (Salem)<br>Marion County | July 7, 1981 |

| Contractor and Contract No. | Section & County | Acceptance Date |
|---|---|---|
| Ajax Electric Co.<br>No. 9131 | Portland Traffic Signals @<br>5 Locations<br>Multnomah County | July 7, 1981 |
| Weaver Construction Co.<br>No. 9231 | Pine Creek (Main St.) Bridge<br>Umatilla County | July 7, 1981 |
| Platt-Kozowski Corp.<br>No. 8919 | Applegate River Bridge<br>Josephine County | July 7, 1981 |

July 13, 1981

C. T. Keasey
Asst. State Highway Engineer

July 9, 1981

Peerless Insurance Company
62 Maple Avenue
Keene, New Hampshire 03431

CON 5
#9154

Gentlemen:

On July 1, 1981, we wrote to you concerning release of final payment on Contract No. 9154 awarded to Tice Electric Company for work on N. E. Sandy Boulevard at 50th and 70th Avenues in Portland, Multnomah County.

Final payment on this contract is $1,000 and the total contract amount is $45,737. No work was performed under force account.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

jas
cc: Tice Electric Company
2139 S. E. Belmont St.
Portland, OR 97214

Fred S. James & Company
111 S. W. Columbia
Portland, OR 97201

bc: C. T. Keasey
Walt Hart
E. L. Hardt

FORM 734-3001

OREGON STATE HIGHWAY DIVISION

# FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

| | | |
|---|---|---|
| SECTION: N. E. SANDY BLVD at 50th & 70th AVENUES | | WEEK ENDING: April 11, 1981 |
| | | SECTION PREFIX: 326 - 1029 |
| HIGHWAY: FAU 9326(SANDY BLVD) | | COUNTY: MULTNOMAH |
| NAME OF JOB: NE SANDY BLVD @ 50th & 70th AVES. | KIND OF WORK: TRAFFIC SIGNAL INSTALLATION | |
| CONTRACTOR: TICE ELECTRIC CO. | CONTRACT NUMBER: 9154 | FEDERAL AID PROJECT NUMBER: IX-9326(4) |
| DATE OF CONTRACT: JULY 1, 1980 | DATE WORK STARTED: DECEMBER 18, 1980 | ESTIMATED COMPLETION DATE: |
| AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 0 SUPERVISION: 0 | SPECIFIED WORK DAYS | WORK DAYS USED |
| | SPECIFIED CALENDAR DAYS: 180 | CALENDAR DAYS USED: 180 |
| | SPECIFIED COMPLETION DATE | PERCENT OF TIME ELAPSED: 100 |
| PROJECT AUTHORIZATION: $ 55,824.48 | | PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100 |
| EXCLUSIVE OF ENGINEERING: $ 50,948.98 | ENGINEERING AUTHORIZATION: $ 4,875.50 | |
| ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 49,319.00 | ENGINEERING COST TO DATE: $ 4,000.00 | PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 97 |
| ESTIMATED PERCENT ~~OVERRUN~~ UNDERRUN: 3.2 % | PERCENT OF AUTHORIZATION: 81 % | DATE PROJECT WAS COMPLETED: January 28, 1981 |

ESTIMATED PERCENT COMPLETE (ROADWORK)

| CLEARING | DRAINAGE | GRADING | BASE | OIL AND/OR PAVE | MAT'L PROD | | |
|---|---|---|---|---|---|---|---|
| | | | | | | | |

| | GRADING | SURFACING | MAINTENANCE MATERIALS | OIL & BITUMINOUS MACADAM | PAVING |
|---|---|---|---|---|---|
| MILES IN PROJECT | | | | | |
| MILES PARTIALLY COMPLETED | | | | | |
| MILES COMPLETED | | | | | |
| TOTAL ESTIMATED QUANTITIES (CONTRACT) | | | | | |
| TOTAL QUANTITIES CORRECTED TO DATE | | | | | |
| ESTIMATED QUANTITIES MOVED OR PLACED TO DATE | | | | | |
| AVERAGE DAILY QUANTITIES | | | | | |
| AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME | | | | | |
| NUMBER OF SHIFTS PER DAY | | | | | |
| HOURS PER SHIFT | | | | | |

EQUIPMENT USED DURING THE WEEK

| | N. E. SANDY BLVD @ 50th AVE. | | | | N. E. SANDY BLVD @ 70th AVE. | | | |
|---|---|---|---|---|---|---|---|---|
| TRAFFIC SIGNALS INSTALLATION | CONDUIT FOOTINGS | POLES | WIRING | SIGNALS | CONDUIT FOOTINGS | POLES | WIRING | SIGNALS |
| PERCENT | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 |

| | WEATHER | WORK DAYS CHARGED | HOURS DELAY | CAUSE OF DELAY |
|---|---|---|---|---|
| SUNDAY 5 | | 0 | | |
| MONDAY 6 | rain | 0 | | |
| TUESDAY 7 | rain | 0 | | |
| WEDNESDAY 8 | rain | | | |
| THURSDAY 9 | rain | 0 | | |
| FRIDAY 10 | rain | 0 | | |
| SATURDAY 11 | | 0 | | |

RECEIVED
APR 14 1981
CONSTRUCTION
BRANCH

| GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK | |
|---|---|
| SUNDAY 5 | No Activity |
| 6 MONDAY | No Activity |
| 7 TUESDAY | No Activity |
| 8 WEDNESDAY | No Activity |
| 9 THURSDAY | No Activity |
| FRIDAY 10 | No Activity |
| 11 SATURDAY | No Activity |

**REMARKS**

Project Status: The signals at both intersections were activated on January 28, 1981. Final Inspection was held on April 6, 1981.

Semi Final Estimate will be submitted this week. This is the Last Weekly Report.

SIGNED Jerry C. Street LOCATION PORTLAND, OREGON

JERRY C. STREET, RESIDENT ENGINEER

PRIME RESIDENT SUBMIT 2 COPIES WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES

SP-F218

STATE COPY

| TO BE COMPLETED BY FHWA | | OMB No. 04-R2089 |
|---|---|---|
| MONTHLY TRANSACTION NO. | U. S. DEPARTMENT OF TRANSPORTATION<br>FEDERAL HIGHWAY ADMINISTRATION | State OREGON |
| S-126 | FEDERAL-AID PROJECT AGREEMENT | County MULTNOMAH |
| | 125-K) | Project No. IX-9326(4) |

**The State, through its Highway Agency,** having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

NE Sandy Blvd. at 50th and 70th Avenues

| PROJECT CLASSIFICATION OR PHASE OF WORK | EFFECTIVE DATE OF AUTHORIZATION | APPROXIMATE LENGTH *(Miles)* |
|---|---|---|
| HIGHWAY PLANNING AND RESEARCH (HP & R) | | |
| PRELIMINARY ENGINEERING | | |
| RIGHTS-OF-WAY | | |
| CONSTRUCTION | 6-4-80 | 0.00 |
| OTHER *(Specify)* | | |

| ESTIMATED TOTAL COST OF PROJECT | FUNDS PRO RATA 85% FEDERAL FUNDS |
|---|---|
| $ 85,000.00 | $ 72,250,00 |

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY ENGINEER
*(Official name of Highway Agency)*

By _____

Assistant State Highway Engineer
*(Title)*

By XX For: H. S. Coulter

State Highway Engineer
*(Title)*

By _____

*(Title)*

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By _____
*(Division Administrator)*

For: G. L. Green

Date executed by Division Administrator 7/25/80

Form PR-2 (Rev. 10-75) PREVIOUS EDITIONS ARE OBSOLETE

## AGREEMENT PROVISIONS

**1. RESPONSIBILITY FOR WORK**

a. Except for projects constructed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

b. With regard to projects performed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in accordance with the terms of its approved Certification, or exceptions thereto as may have been approved by the Federal Highway Administration.

**2. HIGHWAY PLANNING AND RESEARCH (HP&R) PROJECT.** The State highway agency will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

**3. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY.** In the event that actual construction of a road on this right-of-way is not undertaken by the close of the tenth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

**4. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES.** In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

**5. INTERSTATE SYSTEM PROJECT.** (a) The State highway agency will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway agency will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway agency will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

**6. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT.** (a) This project authorized pursuant to 23 U.S.C. 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway agency, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 U.S.C. 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

**7. STAGE CONSTRUCTION.** The State highway agency agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHTO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation..

**8. BOND ISSUE PROJECT.** Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 U.S.C. 122, for retiring maturities of the principal indebtednesss of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by 23 CFR Part 140, Subpart F, and Volume 1, Chapter 4, Section 8 of the Federal-Aid Highway Program Manual or the alternative State procedure set forth in the State's Certificate, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway agency for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

**9. SPECIAL HIGHWAY PLANNING AND RESEARCH PROJECT.** The State Highway agency hereby authorizes the Federal Highway Administration to charge the State's pro rata share of costs incurred against funds apportioned to the State under 23 U.S.C. 307 (c), as amended. In the event a project is financed with both Federal-aid funds and State matching funds, the State agrees to advance to The Federal Highway Administration the State matching funds for its share of the estimated cost. For a National Pooled Fund study, the State hereby assigns its responsibility for the work to the Federal Highway Administration. For an Intra-Regional Cooperative Study, the State hereby assigns its responsibility for the work to the lead State for the study.

**10. PARKING REGULATION AND TRAFFIC CONTROL.** The State highway agency will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the local unit of Government referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration, unless the State determines, and the Division Administrator concurs, that the local unit of Government has a functioning traffic engineering unit with the demonstrated ability to apply and maintain sound traffic operations and control.

Oregon State Highway Division
Salem, Oregon, July 21, 1980

Federal Aid Project
No. IX-9326(4)

N.E. SANDY BLVD. AT 50TH AND 70TH AVENUES.
MULTNOMAH COUNTY

Project Agreement Estimate.

Type Code Y031
Traffic Signals

| | | | |
|---|---|---|---|
| Temporary Protection and Direction of Traffic | All Required | | $ 2,000.00 |
| Temporary Signs | 180 Sq.Ft. | $ 6.00 | 900.00 |
| Flagmen | 60 Hour | 22.00 | 1,920.00 |
| Traffic Signal Installation, Complete | All Required | | 41,575.00 |
| | | | $46,395.00 |

Anticipated Items

| | | |
|---|---|---|
| Permanent Pavement Striping | All Required | $ 1,000.00 |
| Subtotal | | $47,395.00 |
| Engineering | | 5,512.00 |
| Engineering (Sig. Control Testing) | | 1,360.00 |
| TOTAL | | $54,267.00 |

Length of Project . . . . . 0.00

Summary of Funds (85%)

| Description | Total Cost | Federal Funds | State Funds | City Funds |
|---|---|---|---|---|
| Traffic Signal | $ 54,267 | $ 46,126 | $ 4,884 | $ 3,257 |
| Reserve | 30,733 | 26,124 | 2,766 | 1,843 |
| Total | $ 85,000 | $ 72,250 | $ 7,650 | 5,100 |

Group 1 100%
Contract No. 9154
Prefix: 326-1971
Prefix: 326-1029

June 27, 1980

CON 4

City of Portland
621 S.W. Alder Street
Portland, Oregon 97205

Attn: David Vargas
Highway Coordinator

Gentlemen:

On June 26, 1980 a satisfactory bid was received from Tice Electric Co., 2139 S.E. Belmont Street, Portland, Oregon 97214 for Sandy Blvd. at 50th Avenue and 70th Avenue Section, FAU 9326. The advance deposit based on the anticipated construction cost of their bid is as follows:

| | |
|---|---|
| Bid Items | $46,395.00 |
| Permanent Pavement Striping | $ 1,000.00 |
| Signal Controller Testing | 1,360.00 |
| 4 1/2% Contingencies | 2,193.98 |
| 10% Engineering | 4,875.50 |
| ESTIMATED TOTAL COST | $55,824.48 |

City's Advance Deposit:
6% of $55,824.48 = $3,349.47 or say $3,350.00.

This project will be awarded upon receipt of your advance deposit, which should be in this office no later than July 18, 1980.

The attached sheet defines the three options for making your advance deposit. Please select the option you desire and submit your advance deposit in accordance with the instructions.

Very truly yours,

D. E. Swan
Operation Programming Engineer

DEZ:pf

bcc w/AD # 793: Region II Federal Aid Engineer
Vern Skoog - Please return completed AD # 793 when check is received.

U. S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

# LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO.
IX-9326(4)

STATE PROJECT NO.
See below

FROM:
G. L. Green, Division Administrator
FHWA - Oregon Division

PROGRAM NO.

ITEM NO.
90033

COUNTY NAME
Multnomah

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

TO:

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

RECEIVED
STATE HWY ENGR
JUN 11 '80
REFER TO
FOR
Info | Inves | R/D | C/E | Sign | Act | File

| DATE PS&E APPROVED | DATE AUTHORIZATION EFFECTIVE | FEDERAL ROUTE NUMBER | STATE ROUTE NUMBER |
|---|---|---|---|
| 4/15/80 | 6/4/80 | FAU 9326 | Primary 59 |

GENERAL LOCATION:
N.E. Sandy Blvd. at 50th & 70th Avenues (Portland)

GENERAL DESCRIPTION OF WORK:
Traffic Signals

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY

☐ PRELIMINARY ENGINEERING FOR SURVEY AND PLAN PREPARATION

☒ OTHER (Specify) Permanent Pavement Striping (S.F.) $1,000

☐ ACQUISITION OF RIGHT-OF-WAY

☒ CONSTRUCTION - ADVERTISE FOR RECEIPT OF BIDS

☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

After concurrence in award you are authorized to proceed with those items listed above as shown in your Estimate.

Mr. Swan's 6/2/80 request and certifying statements are accepted.

Revised PS&E documents for the subject project have been reviewed and are approved at a total estimated cost of $85,000 Federal Funds $54,485.

A signed copy of the Title Sheet is returned herewith.

| DATE | SIGNATURE OF APPROVING OFFICIAL | TITLE |
|---|---|---|
| 6/4/80 | J. K. Hansen | for Division Administrator |

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1975 651-455

1-5

# ENVIRONMENTAL REVIEW CHECKLIST

ALL CLEAR 5/28/80
Donald L. Root

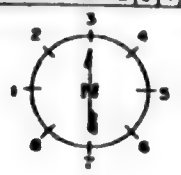
June 26, 1980 Bid Letting _____ All Clear Deadline

SECTION Sandy Blvd. @ 50th & 70th
Highway
County Multnomah Region 1
Type of Work Ped. Signals Funds FAI-X
State ___ Consultant ___ Plans Avail. ___Yes ___No

| | Not Required | Required | Mitigation Required | Mitigation/Plans | ALL CLEAR | |
|---|---|---|---|---|---|---|
| **DOCUMENTS:** | | | | | | |
| EIS | X | | | | | |
| Negative Declaration | X | | | | | |
| Project Assessment | | X | | | X | Statewide |
| Write-off Letter | X | | | | | |
| **PERMITS:** | | | | | | |
| Division of State Lands | X | | | | | |
| D.O.G.M.I. | X | | | | | |
| Corps of Engineers | X | | | | | |
| Coast Guard | X | | | | | |
| Co. Conditional Use | X | | | | | |
| NPS Air Pollution | X | | | | | |
| NPS Water Pollution | X | | | | | |
| **CULTURAL:** | | | | | | |
| Cultural Survey | X | | | | | |
| Cultural Salvage | X | | | | | |
| **NOISE:** | | | | | | |
| Noise Study | X | | | | | |

POLE CHART

| POLE NUMBER | 1 | 2 | 3 | 4 |
|---|---|---|---|---|
| PHASE 2 P.B. | 5 | 5 | 1 | 1 |
| PEDESTRIAN SIGNAL | 6 | 4 | 2 | 8 |



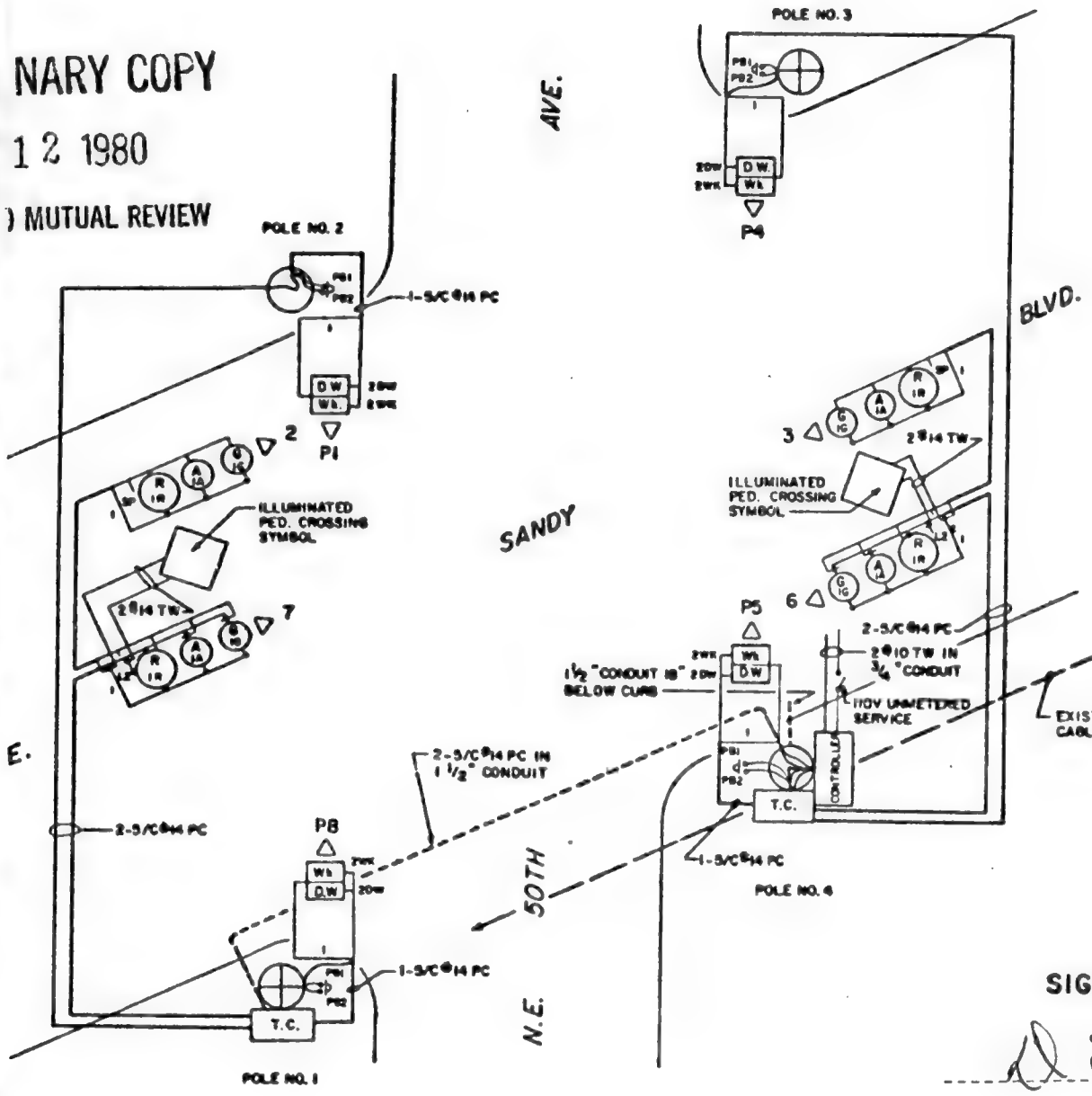

COLOR CODE

| CIRC. | S/C | |
|---|---|---|
| 1G | GREEN | |
| 1A | ORANGE | |
| 1R | RED | |
| 2WK | GREEN | |
| 2DW | ORANGE | |
| 1PB | RED | |
| 2PB | BLACK | |
| L2$^{R}$ | BLACK | |
| 1 | WHITE | |
| SP | BLACK | |
| | | |

NARY COPY

1 2 1980

) MUTUAL REVIEW




SIGNAL & DETECTOR PLANS

D E Brent

CITY APPROVAL

5 12 80

DATE

OREGON STATE HIGHWAY DIVISION
TRAFFIC ENGINEERING SECTION

TRAFFIC SIGNAL INSTALLATION
SANDY BLVD. @ 50th & 70th AVE. (PORTLAND) SEC.
FAU 9326 (SANDY BLVD.)
MULTNOMAH COUNTY

5/12/80

DESIGNED BY City
CHECKED BY WJ

June, 1980

TE DWG NO. 4798

Section NE Sandy Blvd. @ 20th & 70th Aves. Programming Estimate $ 66,000 (Orig)

Highway Sandy Blvd. (FAU 9326) Project Length —

County Multnomah Completion Time 180 CD

Kind of Work Traffic Signals Est. Comp. Date Jan. 15, '81

Prefix 326-1971 Letting Date June 26, 1980 Project No. IX-9326(4)

## ESTIMATED CONSTRUCTION AUTHORIZATION

| | | |
|---|---|---|
| Estimated Contract Amount | | $ 54,975.00 |
| Anticipated Additional Items: | | |
| Royalty Payment | | |
| Permit Fees | | |
| Slide Correction | | |
| Railroad Protective Costs | | |
| Other Railroad Costs | | |
| Permanent Signing | | |
| Permanent Pavement Striping | 1,000 | |
| Temporary Pavement Striping | | |
| Remove Pavement Striping (Exist. & Temp.) | | |
| Temporary Erosion Control | | |
| State Furnished _____ | | |
| Roadside Seeding & Mulching | | $ 2,360.00 |
| Asphalt Cement Adjustment | | |
| On the Job Trainees | | |
| State Responsibility for Damages | | |
| Signal Controller Testing (Engineering) | 1,360 | |
| Bikeway Signs | | |
| Furnish Mailbox Posts | | |
| Adjust Utilities: | | |
| _____ | | |
| _____ | | |
| _____ | | |
| _____ | | |
| _____ | | |
| Subtotal | | $ 57,335.00 |
| Contingencies (4-1/2%) | | 2,580.08 |
| Engineering (8, 9, (10%)) | | 5,733.50 |
| ~~Subtotal~~ | | $ |
| Credit for _____ | | |
| Estimated Net Authorization, Construction | | $ 65,648.58 |

APPROVED

Rec'd. 5-13-80

cc: Max Klotz

Ok —

OREGON STATE HIGHWAY DIVISION — Sheet 1 of 1

~~SUMMARY BID SCHEDULE~~ COST ESTIMATE — Date May 12, '80

Section N.E. Sandy Blvd. at 50th & 70th Aves. — County Multnomah

Kind Of Work Traffic Signals — Length — — Name Bricher

| No | Item | Code | Unit | Quant. | Unit Cost | Total |
|---|---|---|---|---|---|---|
| 1 | Temporary Protection and Direction of Traffic | | All | All | - | 1,300 - |
| 2 | Temporary Signs | | Sq. Ft. | 180 | 6 - | 1,080 - |
| 3 | Flagmen | | Hour | 60 | 22 - | 1,320 - |
| 4 | Traffic Signal Installation, Complete | | All | All | - | 51,275 |

U. S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

**LETTER OF APPROVAL AND/OR AUTHORIZATION**

4-22-80

FEDERAL AID PROJECT NO.: X-9326(4)

STATE PROJECT NO.: See below

FROM:
G. L. Green, Division Administrator
FHWA - Oregon Division

PROGRAM NO.:

ITEM NO.: 90033

COUNTY NAME: Multnomah

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

TO:

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

4/25
Orig

RECEIVED
STATE HWY ENG.
APR 25 '80
REFER TO
Moehring
FOR

| DATE PS&E APPROVED | DATE AUTHORIZATION EFFECTIVE | FEDERAL ROUTE NUMBER | STATE ROUTE NUMBER |
|---|---|---|---|
| 4/15/80 | 4/15/80 | FAU 9326 | Primary 59 |

GENERAL LOCATION:

NE Sandy Blvd. at 50th avenue and 70th avenue. (Portland Section)

GENERAL DESCRIPTION OF WORK:

Traffic Signals

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☐ PREPARATION

☒ OTHER (Specify) See below

☐ ACQUISITION OF RIGHT-OF-WAY
CONSTRUCTION - ADVERTISE FOR RECEIPT
☐ OF BIDS

☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Swan's letter of 3/27/80 you are authorized to proceed with actions necessary to advance the physical construction of the subject project at a TEC of $85,000 with Federal participation limited to $72,250.

(Advice dated 4/15/80)

| DATE | SIGNATURE OF APPROVING OFFICIAL | TITLE |
|---|---|---|
| 4/22/80 | G. K. Green | for Division Administrator |

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE 1975 O-31 855

VICTOR ATIYEH
GOVERNOR

# *Department of Transportation*
## HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.
PRO 6-2

March 27, 1980

TO: G. L. Green, Division Administrator
Federal Highway Administration

Original Signed By
D. E. Swan

FROM: D. E. Swan
Operation Programming Engineer

SUBJECT: Project Data Submission
Item No. 90033
Project No. IX-9326(4)
NE Sandy Blvd. @ 50th Ave. & 70th Ave. (Portland) Sec.
Sandy Blvd. Hwy. (US 30BUS)
Multnomah County

Attached support data consists of PR-1 forms and project maps for the subject project. See Project M-000C(11) for traffic signal warrants.

It is the Oregon State Highway Division's intention to request PS&E approval upon availability of funds.

I request transfer of Interstate Substitution General Funds for the construction of the subject project. This action will involve an estimated total cost of $85,000 with substitution funds in the amount of $72,250.

This request is based on the March 25th letter to you from Mr. F.B. Klaboe, Director of the Department of Transportation.

JLG:bke
Attachements
cc: R.N. Bothman, Metro
Max Klotz, Metro
Jon Rose, Metro
Ed Hardt, Region 1
Gary Zehner, w/att.

Form 734-3122

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO W. O.

FORM PR-1 (REV. 4-61)

3-27-80

# FEDERAL-AID PR

(PPM 21

| | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| CARD 2 | REPORT NUMBER (19) (20) | PROJECT LOCATION (45 typewriter spaces) 21 65 | | ADT | PRESENT | FUTURE (66) (70) | YEAR (71) |
| | | US 30BUS, NE Sandy @ 50th & 70th (Portland) | | | 1) 22,000<br>2) 16,000 | --- | -- |
| CARD 3 | CHARACTER OF PROPOSED WORK (35 typewriter spaces) 28 52 | | NATL. FOREST (63) (65) | FH ROUTE NO. (66) (68) | SUPV AGCY (69) | DA CLASSIF. (70) | DA AREA (71) | EMERG. YR. (72) (73) | PL. AUTH (74) |
| | Traffic Signals | | | | | | | | |
| CARD | CLASS OF FEDERAL FUNDS | | | | | | COUNTY NAME | | |
| | Interstate Substitutions General Funded | | | | | | | | |
| | NAME OF URBAN AREA 17-31 | | | | | | ROUTE NO. U | FEDERAL-AID 9326 | |
| | Portland | | | | | | | | |

| CARD 5 | LINE NO. (14-15) | CHANGE CODE (16) | PROJECT CODE 41 | WORK CLASS 42 | WORK TYPE 43 46 | STEP 53 | TERMINI (Full description) | MILES (54) (58) | ESTIMATED PROJECT COST TOTAL ESTIMATED COST (59) (66) | ESTIMATED PROJECT COST FEDERAL FUNDS 85% (67) (76) |
|---|---|---|---|---|---|---|---|---|---|---|
| 1 | | | | | | | | | | |
| 5 | | | | | PE | | | | | |
| 5 | | | | | ROW | | | | | |
| 5 | | | | | CONST (CODE) TOPICS Y031 | | "NE Sandy Blvd. @ 50th Ave. & 70th Ave. (Portland) Section" | 0.0 | 85,000 | 72,250 |
| | | | | | | | PROJECT TOTALS | 0.0 | 85,000 | 72,250 |

| CARD 1 | CODE 1 | PREPARED BY | |
|---|---|---|---|
| | | JLG | |
| 1 | 14 | PROGRAM APPROVAL DATES | 10-18-78<br>10-4-79 |

(16) (23) (24)

1) Sandy Blvd. @ 50th Ave.
2) Sandy Blvd. @ 70th Ave.

3261971

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

# FEDERAL-AID PROGRAM DATA

*(PPM 21-1)*

| | | PRESENT | FUTURE | YEAR | REGION | STATE NAME | STATE CODE | APPN CODE | ITEM NO. |
|---|---|---|---|---|---|---|---|---|---|
| nd) | ADT | 1) 22,000<br>2) 16,000 | --- | -- | 10 | Oregon | 41 | 823 | 90033 |
| 55 | | | (66) (70) | (71) (72) | | | (2) (3) | (4) (9) | (14) (18) |

| UPV AGCY | DA CLASSIF. | DA AREA | EMERG. YR. | PL. AUTH YR | PROJECT NUMBER PREFIX LETTER(S) | NUMBER | SEQ. NO. | I. Projects Only POST MI. | DESIG. |
|---|---|---|---|---|---|---|---|---|---|
| | | | | | IX- | 9326 | (4) | | |
| (69) | (70) | (71) | (72) (73) | (74) (75) | 14 23 | 7 13 | | (24) (26) | 27 |

| unded | COUNTY NAME | CODE | PROGRAM STAGE |
|---|---|---|---|
| | Multnomah | 051 (14) (16) | |

| | ROUTE NO. | FEDERAL-AID | STATE | U.S. | |
|---|---|---|---|---|---|
| | U | 9326 (32) | 59 (36) (37) | 30BUS (41) | 1 OR 2 |

| MILES | ESTIMATED PROJECT COST BY PHASES: TOTAL ESTIMATED COST | FEDERAL FUNDS 85% | STATE FUNDS 9% | OTHER FUNDS 6% | CHARACTER OF PROPOSED WORK *(Full description)* |
|---|---|---|---|---|---|
| (54) (58) | (59) (66) | (67) (76) | | | |
| | | | | | |
| | | | | | |
| 0.0 | 85,000 | 72,250 | 7,650 | 5,100 (City) | ROW- 60' min.;<br>Access Control-none;<br>Parking Restrictions - none. |
| 0.0 | 85,000 | 72,250 | 7,650 | 5,100 (City) | |

(16) (23) (24) (33)

REMARKS

1) Sandy Blvd. @ 50th Ave.
2) Sandy Blvd. @ 70th Ave.

Additional Data: Item No. 90033;
Project No. M-000C(11)

-over-

USCOMM DUSCOMM-DC 48905-P61

NE Sandy Blvd. @ 50th Ave. & 70th Ave. (Portland) Section
Project No. IX-9326(4)

Remarks - continued

Project Data: The work consists of installing pedestrian actuated control signals, adjustment of utilities as required and incidental work common to this type of project.

FHPM 7-7-2 Requirements: Statewide categorical exclusion concurred in by FHWA on February 25, 1980.

Accommodation of Utilities: State-City agreement in compliance with par. 6d(1) of PPM 30-4.1 executed January 17, 1979 under Project M-000C(11).

Maintenance: State-City agreement in compliance with Section 116, Title 23 U.S.C. executed January 17, 1979 under Project M-000C(11).

Note: 1) This project is in Congressional District No. 3.
2) Included in MSD FY '80 AE/TIP on page 145 as item 278.

March 25, 1980

Mr. G. L. Green
Division Administrator
Federal Highway Administration
Equitable Center, Suite 100
530 Center Street NE
Salem, Oregon 97301

COM 21-2

Dear Mr. Green:

Interstate Transfer Funded Projects
Portland Urbanized Area

Under authority granted to me on February 7, 1978 by Governor Atiyeh, I request your approval to use Interstate Transfer Funds for a highway project in the Portland Urbanized Area. Funds for this project are available from the withdrawal of the Mt. Hood Freeway from the Interstate Highway System under Section 103(e)(4) of Title 23, USC.

I concur that this project is a regional priority and has been developed in conformance with the Region's continuing, cooperative, comprehensive transportation planning process.

[illegible] Blvd. [illegible] 82nd Ave. (Portland) Section
Sandy Blvd. Improve (US 30 to I-5)

I have directed the Project Management Branch of the Highway Division to process this project and [illegible] the Federal Transfer funds as [illegible] Metropolitan Service District.

Sincerely,

[illegible]
Director

cc: Metropolitan Service District

bc: H. S. Coulter
D. H. Moehring
R. N. Bothman

JLG: jv

3-20-80

Requested a good estimate from Jon Rose so we may [redacted] program Const. phase in compliance w/Bothmans Feb 13, 1980 directive.

Let Gaither know when estimate is determined. DONE

Traffic says $72,000

Sandy Blvd. @ 50th & 70th,
~~Columbia Blvd @ 50th~~
METRO SAYS $72,000

9154

THE CITY OF
**PORTLAND**
**OREGON**

DEPARTMENT OF
PUBLIC WORKS

MIKE LINDBERG
COMMISSIONER

OFFICE OF
PUBLIC WORKS
ADMINISTRATOR

621 S.W. ALDER
PORTLAND, OR 97205

February 14, 1980

MAX KLOTZ
TECHNICAL SERVICES ENGINEER
ODOT METRO
5821 NE GLISAN
PORTLAND OR 97213

Dear Max:

The pedestrian signals at NE 50th and 70th Avenues and NE Sandy are to be funded with monies from the NEW TRAFFIC SIGNAL category. Metropolitan Service District indicates that this category presently has $300,000 plus in Federal funds available. This should be adequate to cover the $67,000 (including 10% over) required for this project.

Sincerely,

L. David Hill

L. David Hill, P.E.
Program Management
Bureau of Street & Structural Engineering

LDH:lr

TECHNICAL
SERVICES UNIT

FEB 21 1980

9326

STATE OF OREGON
Department of Transportation
Metropolitan Branch

INTEROFFICE MEMO
Telephone: 238-7502
Date: February 14, 1980

TO: L. E. GEORGE
Traffic Engineer

File No: 326-1971

FROM: TOM SCHWAB
Trans. Analysis Engineer

SUBJECT: Plans for Pedestrian Signal Installation
NE Sandy Boulevard at 50th and 70th Avenues
City of Portland

Attached are the plans and specifications for pedestrian signal installations on N.E. Sandy Blvd. at N.E. 50th and N.E. 70th Avenues. Also included are the cost estimates for these signals.

The plans are in conflict with Section 4B-26 of the MUTCD since "stop" signs are to be used on the cross streets. It is our understanding that the Secretary of Transportation has recently approved these types of installations and the details of the approval are in Salem.

The installation of these two signals will be funded from the new traffic signal fund of $300,000. A memo verifying this will be forwarded as soon as it is received from the City of Portland.

The estimated cost of these signals at $51,300 appears reasonable.

pq

Attachments

cc M. J. Klotz
D. E. Swan

THE CITY OF PORTLAND OREGON

MA PDM PDE TS SPC
ODOT - METRO
JAN 08 1979
FILE T/A
AM PPS

OFFICE OF
CITY AUDITOR
GEORGE YERKOVICH
CITY AUDITOR

1220 S.W. FIFTH AVE.
PORTLAND, OR. 97204

January 3, 1979

R. N. Bothman, Metropolitan Engineer
Oregon State Department of Transportation
5821 N. E. Glisan
Portland, Oregon 97213

Attention: Jon Rose, Regional Federal Aid Engineer

Dear Mr. Bothman:

Enclosed are quadruplicate copies of three contracts as follows:

(1) Ordinance No. 146933 - providing for installation of left turn phases at various intersections as listed.
(2) Ordinance No. 147001 - providing for acquisition of right-of-way for construction of parking lots on Powell Boulevard
(3) Ordinance No. 147007 - providing for construction of pedestrian signals on Sandy Boulevard.

Will you please have the proper persons sign all four copies of each of the contracts and return two copies of each to the Auditor, Room 202, City Hall, Portland, 97204.

Your prompt attention to this matter will be appreciated.

Yours very truly,

Auditor of the City of Portland

From Metro Jon Rose Date 1/10/79

To Jerry Wimer

(Program Mgmt) Traffic Region 1

Comments: Here are 4 copies each of the two noted agreements, signed by City officials and approved by the Metro Administrator. Please forward for further action.
1) The right-of-way agreement (Hwy 2) has been handled to Lou Gastlaus for his handling. Jon Rose

M 2 typist 1-15.

9326
295

ROBERT W. STRAUB
GOVERNOR

# *Department of Transportation*

## METROPOLITAN BRANCH

5821 N.E. GLISAN, PORTLAND, OREGON 97213

December 29, 1978

GLEN GREEN
Division Administrator
FHWA
390 High NE
Salem, OR 97301

Subject: Pedestrian Signals
City of Portland

On November 8, a program request was forwarded to you for the installation of pedestrian signals on N.E. Sandy Blvd. at 50th Ave. and at 70th Ave. and on N.E. Columbia Blvd. at 52nd Ave. in the city of Portland. This was a standard request similar to other requests for signal projects.

Following receipt of the project request, FHWA asked Metro to forward sufficient data to demonstrate signal warrents were met. The City of Portland responded to this request through Tom Schwab who sent a copy of the City's documentation to Vince Tabor of your office. This documentation included the City's method of developing warrents, collision diagram, accident data, vehicle counts, citizens requests, computation sheets, letters from the public schools and school principals trying to demonstrate the need for this signal. Subsequent to this response, Mr. Tabor requested additional information from Mr. Schwab. This information has not been made available and I seriously question the need to provide land use data to FHWA for a simple signal request.

I believe the information that has been submitted to you for this project is sufficient to determine whether or not the project should be funded with federal funds. If this is not the case, please advise.

R.N. BOTHMAN
Administrator

PROJECT MANAGEMENT

po

cc: D. H. Moehring M. J. Klotz
D. E. Swan

STATE OF OREGON

INTEROFFICE MEMO

TO: L. E. George
Traffic Engineer

DATE: November 6, 1978

FROM: G. W. Wimer
Local Government Manager

SUBJECT: Preliminary Engineering and
Construction-Finance Agreement Draft
N.E. Sandy Blvd. @ 50th and 70th Avenues,
and N.E. Columbia Blvd. @ 52nd Avenue
City of Portland

Attached hereto is an agreement draft for subject project. Please review the draft and, if you approve, return to this office for preparation in final form.

GEZ:pf
Attachment

11-14-78

Items to City

ADD 10. City shall [illegible] as necessary and shall be associated with the traffic signal equipment and pay all costs of electrical energy consumed in operation of the equipment at the Columbia Blvd. and 52nd Avenue intersection.

11. re write

Revision made.

81-125-1387

9324

# Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

November 8, 1978

TO: G. L. Green, Division Administrator
Federal Highway Administration
Original Signed By
D. E. Swan

FROM: D. E. Swan
Federal Aid Manager

SUBJECT: Project Data Submission
Item No. 90033
Project No. M-000C(11)
N.E. Sandy Blvd. @ 50th Ave. & 70th Ave. & N.E. Columbia Blvd.
@ 52nd Ave. (Portland) Section
Multnomah County

Attached data consists of PR-1 form with project maps.

We request the following:

1) Concurrence that this project falls in the classification of nonmajor action as set forth in FHPM 7-7-2, paragraph 10e.

2) Authorization to proceed with all phases of preliminary engineering including utility preparatory work at an estimated total cost of $5,000 with an obligation of $4,280 in federal funds.

DRH:pf
Attachments

cc: Ed Hardt (Region 1)
R. N. Bothman (Metro)
Max Klotz (Metro)
Jon Rose (Metro)
Gary Zehner, w/att.

Budget Bureau No. 41-R2

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO W.O.

FORM PR-1 (REV. 4-61)

11-8-78

# FEDERAL-AID PROGRAM DATA

*(PPM 21-1)*

CARD 2 — REPORT NUMBER (19)(20) — PROJECT LOCATION *(45 typewriter spaces)* (21) 65: Same as Termini (See below)

ADT — PRESENT: 1) 22,000 2) 16,000 3) 11,500 (66) — FUTURE YEAR (70)(71): - - - — REGION (72): 10 — STATE NAME: Oregon

CARD 3 — CHARACTER OF PROPOSED WORK *(35 typewriter spaces)* 28 62: P.E., Traffic Signal — NATL. FOREST (63)(65) — FH ROUTE NO. (66)(68) — SUPV ACCY (69) — DA CLASSIF. (70) — DA AREA (71) — EMERG.-YR. (72)(73) — PL. AUTH YR (74)(75) — PROJECT NUMBER: PREFIX LETTER(S) 14: M- — NUMBER 23 27: 0000

CARD — CLASS OF FEDERAL FUNDS: Urban System — COUNTY NAME: Multnomah

NAME OF URBAN AREA 17-31: Portland — ROUTE NO. (32): U — FEDERAL-AID: 9326 & 9956 — STATE: 59 & City St. — U.S. (37): 30 BUS

| CARD 5 | LINE NO. | CHANGE CODE | PROJECT CODE | WORK CLASS | WORK TYPE | STEP | TERMINI (Full description) | MILES | TOTAL ESTIMATED COST | FEDERAL FUNDS | STATE FUNDS | OTHER FUNDS |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | (14-15) | (16) | 41 | 42 | 43 46 | 53 | | (54) (59) | (59) (66) | (67) (76) | | |
| 5 | | | | | PE | | | 0.0 | 5,000 | 4,280 | 360 | 360 (City) |
| 5 | | | | | ROW | | | | | | | |
| 5 | | | | | CONST (CODE) Y031 | | "N.E. Sandy Blvd. @ 50th Ave. & 70th Ave. & N.E. Columbia Blvd. @ 52nd Ave. (Portland) Section" | 0.0 | 50,000 | 42,880 | 3,560 | 3,560 (City) |
| | | | | | | | PROJECT TOTALS | 0.0 | 55,000 | 47,160 | 3,920 | 3,920 (City) |

CARD 1 — CODE 1 — PREPARED BY: DRH

1 — 14 — PROGRAM APPROVAL DATES: 10-18-78

(10) (23)(24) (33) REMARKS

1) Sandy Blvd. at 50th Ave.
2) Sandy Blvd. at 70th Ave.
3) Columbia Blvd. at 52nd Ave,

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FORM PR-1 (REV. 4-61)

# FEDERAL-AID PROGRAM DATA

*(PPM 21-1)*

11-8-78

| PROJECT LOCATION (45 typewriter spaces) | | PRESENT | FUTURE | YEAR | REGION | STATE NAME | STATE CODE | APPN CODE | ITEM NO. |
|---|---|---|---|---|---|---|---|---|---|
| Same as Termini (See below) | ADT | 1) 22,000<br>2) 16,000<br>3) 11,500 | - - - | | 10 | Oregon | 41 | WS6 | 90033 |

| TYPE OF WORK (35 typewriter spaces) | NATL. FOREST | FH ROUTE NO. | SUPV AGCY | DA CLASSIF. | DA AREA | EMERG. YR. | PL. AUTH YR | PROJECT NUMBER: PREFIX LETTER(S) | NUMBER | SEQ. NO. | I, Projects Only: POST MI. DESIG. |
|---|---|---|---|---|---|---|---|---|---|---|---|
| ffic Signal | | | | | | | | M- | 0000 | (11) | |

| SYSTEM | COUNTY NAME | CODE | PROGRAM STAGE |
|---|---|---|---|
| Urban System | Multnomah | 051 | 1 OR 2 |
| Portland | ROUTE NO. U; FEDERAL-AID 9326 & 9956; STATE (32) 59 & City St; U.S. (37) 30 BUS & Non | | |

| WORK TYPE | WORK STEP | TERMINI (Full description) | MILES | TOTAL ESTIMATED COST | FEDERAL FUNDS | STATE FUNDS | OTHER FUNDS | CHARACTER OF PROPOSED WORK (Full description) |
|---|---|---|---|---|---|---|---|---|
| PE | | "N.E. Sandy Blvd. @ 50th Ave. & 70th Ave. & N.E. Columbia Blvd. @ 52nd Ave. (Portland) Section" | 0.0 | 5,000 | 4,280 | 360 | 360 (City) | ROW - 60' min.; Access Control-none; Parking Restriction- None. |
| ROW | | | | | | | | |
| CONST (CODE) Y031 | | | 0.0 | 50,000 | 42,880 | 3,560 | 3,560 (City) | |
| | | PROJECT TOTALS | 0.0 | 55,000 | 47,160 | 3,920 | 3,920 (City) | |

BY DRH

APPROVAL DATES 10-18-78

REMARKS

1) Sandy Blvd. at 50th Ave.
2) Sandy Blvd. at 70th Ave.
3) Columbia Blvd. at 52nd Ave,

-OVER-

USCOMM-BUREAU-DC 49[illegible]

N.E. SANDY BLVD. @ 50TH AVE. & 70TH AVE., N.E. COLUMBIA BLVD. @ 52ND AVE. (PORTLAND) SECTION
PROJECT NO. M-000C(11)

Existing Facility:

N.E. Sandy Blvd. (FAU 9326) - Bituminous surfaced 60-feet curbed section, with sidewalks.
@ 50th Ave. ┐ Stop condition at Sandy Blvd. Bituminous surfaced
@ 70th Ave. ┘ 2 lane roadway with sidewalks.

N.E. Columbia Blvd. (FAU 9956) - Bituminous surfaced 2 lane roadway with shoulders.

Adjacent Facilities:

Same as above.

Project Data: The proposed work is as follows:

1. All phases of preliminary engineering including utility preparatory work.

2. Install pedestrian activated traffic control signal, adjustment of utilities as required and incidental work common to this type of project.

Right-of-Way:

No additional required.

System Action, Airports, Railroads, Water Developments, Recreational and Historical Areas:

None involved.

FHPM 4-1-4

a. Sta

b. Dis

FHPM 7-7-2

Nonmajo

FHPM 7-7-3

a) Pub

b) Not

Accommoda

Applic

Maintenan

Applic
Sectio

NOTE:

1) Thi

2) Inc
AP

FHPM 4-1-4 Requirements:

a. State Clearinghouse - Exempt from A-95 review under working agreements.

b. District 2 Clearinghouse - A-95 review satisfied through inclusion of project in CRAG TIP.

FHPM 7-7-2 Requirements:

Nonmajor action project under provisions of paragraph 10e.

FHPM 7-7-5 Requirements:

a) Public Hearings - Not required under Oregon Action Plan.

b) Not a factor in the development of this project.

Accommodation of Utilities:

Applicable State-City agreement will be executed.

Maintenance:

Applicable State-City agreement will be executed to comply with Section 116, Title 23 U.S.C.

NOTE:

1) This project is in Congressional District No. 3.

2) Included in CRAG FY'79 TIP/AE page 38, line 17. AP approved by FHWA 10-18-78.

STATE OF OREGON

DEPARTMENT OF TRANSPORTATION

INTEROFFICE MEMO

Metropolitan Branch

TO: D.H. MOEHRING, Manager Attn: D.E. Swan
Project Management

DATE: October 9, 1978

FROM: K.D. LIMBOCKER
Metro Location-Design Engineer

SUBJECT: Portland Pedestrian Signals at Three Locations
City of Portland
Multnomah County
Planning File 78-120

Here is our programming packet on the subject project. Included are a project information sheet, agreement information sheet, authority for survey, and a project request. This project is covered by the statewide assessment.

This project is part of Portland's FAUS allocation for new traffic signals in the CRAG TIP.

Please program $5,000 for preliminary engineering at this time.

js

attachments

cc: F.E. Terpin
Technical Services (6)

10-11-78
Survey Authorization to Terpin

10-10-78

Take this to Oct 1978 Comm Meet
Have all possible take concurrent action

81-125-1387

Form E-39 (Rev. 9-71)

OREGON STATE HIGHWAY DIVISION

Planning File No. 78-120

# AUTHORITY FOR SURVEY

Section Portland Pedestrian Signals Date October 3, 1978.

Highway Sandy Boulevard (U.S. 30) & Columbia Blvd. (FAU 9956) Authorization No. 1

County Multnomah Survey Prefix (Assigned by Salem office)

Description of termini, route, length, etc.: Spot locations at the intersections of N.E. Sandy Blvd. & 50th Ave., N.E. Sandy Blvd. & 70th Ave, and N.E. Columbia Blvd. & 52nd Ave.

**Proposed:** To design three pedestrian signals to provide safe pedestrian crossing of busy arterials.

Purpose of survey: City to perform field work, any required environmental documents, plans, specifications and estimates of costs.

State to monitor P.E. review plans, review environmental documents & complete PS & E

Funding FAU
Cat. 3 NM

| | | Estimate of Cost |
|---|---|---|
| Field Survey | (901) | 300 |
| Citizen Participation | (902) | |
| City or County | (903) | 3,500 |
| Consultant | (904) | |
| Final Design | (905) | 500 |
| Bridge Design | (906) | |
| Preliminary Design | (907) | |
| R/W Descriptions | (909) | |
| Soils & Geology | (910) | |
| Traffic | (911) | 500 |
| Landscape | (912) | |
| Liaison R/W | (913) | |
| Utility | (914) | |
| Photogrammetry | (916) | |
| Location Studies | (918) | |
| Engr. Graphics | (919) | |
| Office Engineer | (920) | |
| Specifications | (921) | 200 |
| Environmental | (923) | |
| Foundation Exploration | (926) | |
| Seminars | (950) | |
| Hearings | (980) | |
| Equal Opportunity | (985) | |
| Advisory Committees | (986) | |

INSTRUCTIONS

Submit four copies to Salem. After approval by the Assistant State Highway Engineer, one copy will be sent to the Regional Engineer and one copy to the Resident Engineer.

This form does not constitute authority for making survey until approved and returned.

Submit separate order for each survey

Total estimated cost of survey . . . . . $ 5,000

Previous authorization . . . . . .

Additional authorization requested . . . . . .

Additional authorization approved (Salem) . . . . . .

Total all authorizations approved (Salem) . . . . . .

Requests made by:

K. D. LIMBOCKER, METRO Design Engineer

Recommended for Approval:

M. J. Klotz, METRO Technical Services Engineer

Recommended for Approval:

Location Engineer

Approved:

PROJECT INFORMATION SHEET
(to be submitted with the project request)

Section Portland Pedestrian Signals at Three Locations Date October 6, 1978

Highway Sandy Blvd, No. 59, Columbia Blvd.,(FAU 9956) County Multnomah

Existing Facility

Access control? None parking restrictions? None
Airport within 2 miles? N/A name
Water development in the area? None involved
Recreation areas None involved
Historical areas None involved

Roadway: no. lanes 4 paved shoulders?
pavement width

Structures: MP description
None

Signals: location None existing at the locations of these new installations.

Descriptions of adjacent sections

end: N/A
end:

Railroad crossings None

Name of railroad no. of tracks
Number of trains no. of hi-speed trains
Present protection
Proposed protection
Railroad benefits

Project Portland Pedestrian Signals at Three Locations

Agency City of Portland Date 10-6-78

Type of Project Pedestrian Signals

The agreement on this project should provide for the following responsibilities where applicable:

| | State | Applicant | Consultant |
|---|---|---|---|
| Field Survey | ( ) | (x) | ( ) |
| Soils Investigation | ( ) | ( ) | ( ) |
| Base Design | ( ) | ( ) | ( ) |
| Bridge Design | ( ) | ( ) | ( ) |
| Signal Design | ( ) | (x) | ( ) |
| Final Design and Specs | ( ) | (x) | ( ) |
| Acquire R/W | ( ) | ( ) | ( ) |
| Relocate Utilities | ( ) | ( ) | ( ) |
| Construction Engineering | (x) | ( ) | ( ) |
| Environmental Statements | ( ) | (x) | ( ) |
| Action Plan Requirements | | (x) | |

| | State | Applicant | Contractor |
|---|---|---|---|
| Maintenance During Construction | ( ) | ( ) | (x) |
| Maintenance After Completion - Roadway | ( ) | ( ) | |
| Maintenance After Completion - Signals | ( ) | ( ) | Per League of Oregon Cities Agreement |
| Power Consumption - Signals | ( ) | ( ) | |
| Power Consumption - Lighting | ( ) | ( ) | |
| Pay for Irrigation Water | ( ) | ( ) | |

Construction will be by Contract (x) State Forces ( ) Local Forces ( )

Advance Deposit for PE Required Yes (x) No ( )

State will Advertise, Let and Award All Contracts

State will Monitor Preliminary Engineering and Construction Activities for Federal Compliance

9/27

Tom –

Each of these 3 proposed ped signals will serve major pedestrian generators as follows:

Sandy @ 50th – Hollywood P. Office
Sandy @ 70th – Fred Meyer Store
Columbia @ 52nd – Whitaker School

These are worthy installations and should be approved.

The estimated cost @ $50,000 seems a little high, but it is in the realm of possibility.

Dennis

# FEDERAL AID PROJECT REQUEST

Date July 1978

Applicant Agency City of Portland

Request for: Off-System____, FAS-C____, FAUS X Project

Federal Aid Route No. varies Route Name varies see attached list

Project Name Pedestrian and school crossing signs and signals

Project Length N/S Project Location (Attach sketch map)

Project Description To engineer, design and install 3 pedestrian signals that allow safe crossing of the busy arterials at the following locations; 1) N.E. Sandy Blvd. @ 50th, 2) N.E. Sandy Blvd @ 70th, 3) N.E. Columbia Blvd @ 52nd

Average Daily Traffic varies Design Speed varies

Complete Applicable Sections:

## I. ROADWAY DATA

1. Existing Roadway: (Attach sketch)

Width 60 ft. Travel Lanes 2-4 Shoulders @ Columbia Blvd. & 52nd

Medians none Parking

Sidewalks Existing at Sandy Blvd. & 50th & 70th

Remarks

2. Desired Roadway Cross Section: (Attach sketch)

Width Travel Lanes Shoulders

Medians Parking

Curbed Length Curb Radii

Sidewalk/Bikeway

Remarks No changes proposed in existing roadway

## II. RIGHT-OF-WAY DATA

1. Existing Right-of-Way:

General Width Minimum 60 Maximum 80'

2. Has right-of-way been acquired for this project subsequent to January 2, 1971?
Yes No X

3. Will additional right-of-way be needed? Yes No X
If answer is "yes," will cost of right-of-way be subject to Federal reimbursement? Yes No

Remarks

## III. TRAFFIC CONTROL DATA

1. Existing Signalization and Location:

None

2. Proposed Signalization:

Location N.E. Sandy Blvd at 50th and at 70th
N.E. Columbia Blvd at 52nd Ave.
Type Pedestrian actuate
Phases 2
Type of Suspension Span Wire
Interconnected 50th & 70th interconnected, 52nd will have detection on Columbia Blvd.
Remarks
Cross street stop-no vehicle indication or actuation

3. Permanent Signing:

Include in project or by applicant? by applicant

4. Permanent Striping:

Include in project or by applicant? by applicant

IV. ILLUMINATION DATA

1. Existing Illumination and Location:

2. Proposed Illumination:

Location
Type
Remarks No changes proposed in existing illumination

V. STRUCTURE DATA Not applicable

1. Existing Structure:

Location
Type
Approach Roadway Width Shoulder Width
Length Width
To remain in place?

2. Proposed Structure:

Location
Approximate Size: Length Width

Are sidewalk/bikeways desired: _____

Are any utilities to be attached to structure? _____

Are provisions for illumination desired? _____

Are there any unusual or complicating conditions? _____

Remarks _____

VI. RAILROAD DATA

Not applicable

1. Are there any railroad crossings? Yes _____ No _____

   Name of Railroad _____
   Existing Crossing Protection _____

2. Will existing railroad crossing be altered? _____

   Remarks _____

VII. ACTION PLAN REQUIREMENTS

During project development for Category 1, 2, and 3 projects, the city or county shall perform and document responsibilities as found indexed in the Oregon Action Plan, particularly Citizen Involvement and Participation; Environmental Aspects; and Public Hearing Requirements.

The OSHD Region Engineer will provide assistance, liaison and monitoring for these activities.

Responsible local office and party to be contacted for the following activities:

| | | | |
|---|---|---|---|
| 1. | Citizen Involvement | Bureau of Traffic Engineering Office | Jim Wilson<br>Mike Bauer |
| 2. | Environmental | Bureau of Traffic Engineering Office | Jim Wilson<br>Mike Bauer |
| 3. | Public Hearing | Bureau of Traffic Engineering Office | Jim Wilson<br>Mike Bauer |

Remarks _____

VIII. GENERAL INFORMATION

1. Project preliminary engineering to be performed by:

   Applicant X State _____ Consultant _____

2. Project construction engineering to be performed by:

Applicant_____ State X Consultant_____

3. Will applicant perform any work prior to or after award of contract?
Yes X No -
If "yes," describe briefly: Preliminary engineering, spot inspections

4. Applicant's estimate of cost for requested project:

| | |
|---|---|
| Roadway Work | $_____ |
| Right-of-way costs (if participating) | _____ |
| Traffic control | 50,000 |
| Illumination | _____ |
| Structures | _____ |
| Railroad | _____ |
| Other_____ | _____ |
| Preliminary engineering | 5,000 |
| | $55,000 |
| PROJECT TOTAL | $ |

Remarks_____

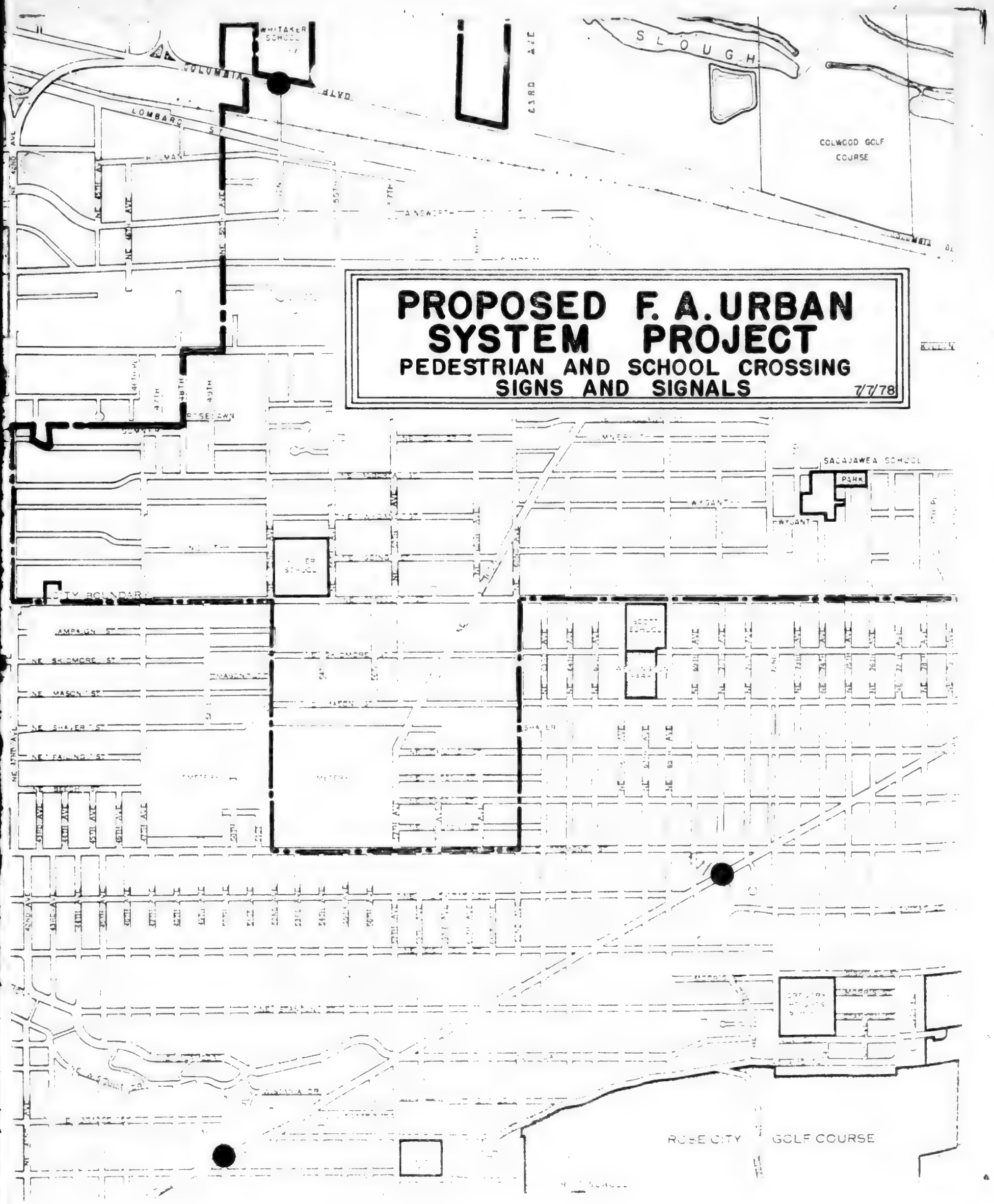
THIS APPLICATION IS AN OFFICIAL REQUEST FROM:

CITY OF Portland and/or _____ COUNTY

By_____ By_____

By_____ By_____

By_____


PROPOSED F. A. URBAN
SYSTEM PROJECT
PEDESTRIAN AND SCHOOL CROSSING
SIGNS AND SIGNALS
7/7/78
WHITAKER SCHOOL
COLUMBIA BLVD.
LOMBARD ST.
63RD AVE.
SLOUGH
COLWOOD GOLF COURSE
ROSE CITY GOLF COURSE
SACAJAWEA SCHOOL
PARK
CITY BOUNDARY

THE CITY OF
PORTLAND
OREGON

DEPT. OF FINANCE
AND ADMINISTRATION
NEIL GOLDSCHMIDT
MAYOR

BUREAU OF TRAFFIC
ENGINEERING
D.E. BERGSTROM
CITY TRAFFIC ENGINEER

420 S.W. MAIN ST.
PORTLAND, OR. 97204
503/248-4295

August 25, 1978

TO: Robert N. Bothman
Oregon State Highway Division

ATTN: Jon Rose

FROM: D. E. Bergstrom DEB

SUBJECT: FAUS Project Applications

Enclosed are applications for our FY '78-'79 budgeted FAUS projects for Traffic Signal Improvements, Traffic Signal Replacements, Pedestrian and School Crossing Signals, New Traffic Signals and Left Turn Signal Phases.

Please start these projects through the process.

If we can furnish any additional information that would be helpful, please call.

MJM:jjp

Encls.

MA PDM PDE TSE SPC
ODOT - METRO

AUG 28 1978

AM PPS FILE T/A

Form E-39 (Rev. 9-71)

SBC 00001

9326 Z

OREGON STATE HIGHWAY DIVISION

Planning File No. 78-120

# AUTHORITY FOR SURVEY

Section Portland Pedestrian Signals Date October 3, 1978

Highway Sandy Boulevard (U.S. 30) & Columbia Blvd. (FAU 9956) Authorization No. ]

County Multnomah Survey Prefix 326-1971
(Assigned by Salem office)

Description of termini, route, length, etc.: Spot locations at the intersections of N.E. Sandy Blvd. & 50th Ave., N.E. Sandy Blvd. & 70th Ave. and N.E. Columbia Blvd. & 52nd Ave.

**Proposed:** To design three pedestrian signals to provide safe pedestrian crossing of busy arterials.

Purpose of survey: City to perform field work, any required environmental documents, plans, specifications and estimates of costs.

State to monitor P.E. review plans, review environmental documents & complete PS & E

M-000C(11)

1-17-79

Funding FAU
Cat. 3 NM

| | | Estimate of Cost |
|---|---|---|
| Field Survey | (901) | 300 |
| Citizen Participation | (902) | |
| City or County | (903) | 3,500 |
| Consultant | (904) | |
| Final Design | (905) | 500 |
| Bridge Design | (906) | |
| Preliminary Design | (907) | |
| R/W Descriptions | (909) | |
| Soils & Geology | (910) | |
| Traffic | (911) | 500 |
| Landscape | (912) | |
| Liaison R/W | (913) | |
| Utility | (914) | |
| Photogrammetry | (916) | |
| Location Studies | (918) | |
| Engr. Graphics | (919) | |
| Office Engineer | (920) | |
| Specifications | (921) | 200 |
| Environmental | (923) | |
| Foundation Exploration | (926) | |
| Seminars | (950) | |
| Hearings | (980) | |
| Equal Opportunity | (985) | |
| Advisory Committees | (986) | |

**INSTRUCTIONS**

Submit four copies to Salem. After approval by the Assistant State Highway Engineer, one copy will be sent to the Regional Engineer and one copy to the Resident Engineer.

**This form does not constitute authority for making survey until approved and returned**

Submit separate order for each survey.

Total estimated cost of survey . . . . . $ 5,000

Previous authorization . . . . . .

Additional authorization requested . . . . . .

Additional authorization approved (Salem) . . . . . .

Total all authorizations approved (Salem) . . . . . .

Requests made by:

K. D. LIMBOCKER, METRO Design Engineer

Recommended for Approval:

M. J. Klotz, METRO Technical Services Engineer

Recommended for Approval:

Frank E. Roper
Location Engineer

Approved:

for N. J. Gifford

Comm 24OCT78

SP&R 0644 (11)

1980 Pacific Hwy. E. @ "D" St. 9153
in Hubbard. (Traffic sig. install)

Smead
No. 2-152-5L

CIA 7293

6.26.80

9153

L 7

April 13, 1981

U. S. Fidelity and Guaranty Company
P.O. Box 3459
Portland, OR 97208

Gentlemen:

Contract No. 9153 awarded to Cherry City Electric, Inc., for a traffic signal installation on the Pacific Highway East at "D" Street in Hubbard, Marion County, was completed on March 25, 1981, and accepted by the State Highway Division on April 2, 1981.

Final payment in the amount of $2,727.55 will be released to the contractor after April 20, 1981. The total contract amount is $48,557.73 and no work was performed under force account.

No claims for labor or material have been filed with us against the performance bond on this contract.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

Rkm

cc Cherry City Electric, Inc.
635 17th Street, SE
Salem, OR 97301

bc C. T. Keasey
Walt Hart
V. E. Skoog Attn: Dick Hacek
C. O. Fredrickson

File

REPORT OF ACTION UNDER DELEGATED AUTHORITY BY

ASSISTANT STATE HIGHWAY ENGINEER

On behalf of the Commission and under authority delegated to me to accept contracts completed according to specifications, I accepted the following:

| Contractor and Contract No. | Section and County | Acceptance Date |
|---|---|---|
| J.C. Compton Co. No. 9008 | Big Cr., Rock Cr., Gnat Cr. & Westport-Clatskanie Clatsop & Columbia Counties | March 13, 1981 |
| R. A. Hatch Co. No. 9058 | Ironside-Brogan Hill Malheur County | March 18, 1981 |
| S.D. Spencer & Son No. 8654 | N. Oakland Intchge.-Sutherlin Intchge. Douglas County | March 18, 1981 |
| C.G. Gredvig, Inc. No. 9217 | Leroy St.-S.P. X'ing. (Molalla) Clackamas County | March 19, 1981 |
| Wildish Medford Construction Co. No. 9029 | Four Corners-White City & Brownsboro-N. Fork Little Butte Creek Jackson County | March 19, 1981 |
| Douglas S. Coats, Inc. No. 9095 | Prairie Creek Culvert Wallowa County | March 20, 1981 |
| Fabricators, Inc. No. 9056 | Bunker Hill-Davis Slough & Coquille-Glen Aiken Creek Coos County | March 20, 1981 |
| Western Bridge, Inc. No. 9145 | Amazon Cr.(Acorn Park) Br. Lane County | March 25, 1981 |
| Siuslaw Construction Co., Inc. No. 9098 | Deer Creek Section Yamhill County | March 30, 1981 |
| Douglas S. Coats No. 8990 | Rattlesnake Cr., Field Cr. & McClellan Cr. Bridges Grant County | April 1, 1981 |
| C.C. Meisel Co., Inc. No. 9013 | Pac. Hwy. W. Intchge.-Dayton Jct. & Dayton Jct.-Lafayette Yamhill County | April 1, 1981 |

| Contractor and Contract No. | Section and County | Acceptance Date |
|---|---|---|
| Cherry City Electric, Inc. No. 9153 | Pac. Hwy. East @ "D" St. (Hubbard) Marion County | April 2, 1981 |
| Weaver Construction Co. No. 9148 | Birch Cr. (Sparks) Bridge Umatilla County | April 3, 1981 |
| Hamilton Electric, Inc. No. 9132 | Pac. Hwy. E. @ SPTC U'Xing (Oregon City) Clackamas County | April 7, 1981 |
| Hamilton Electric, Inc. No. 8879 | Rogue Valley Hwy. @ Pine St. (Central Point) Jackson County | April 9, 1981 |
| John Thomas Construction No. 9118 | Valley of the Rogue State Park Jackson County | April 9, 1981 |

April 9, 1981

C. T. Keasey
Asst. State Highway Engineer

FORM 81-734-3004

OREGON STATE HIGHWAY DIVISION

# FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

| | | |
|---|---|---|
| | SECTION: PAC. HWY. E, @ "D" ST. (HUBBARD) | WEEK ENDING: 3/28/81 |
| | | SECTION PREFIX: 24-1139 |
| | HIGHWAY: PACIFIC HWY. EAST. | COUNTY: MARION |
| NAME OF JOB: PAC. HWY. E. @ "D" ST. (HUBBARD) | KIND OF WORK: TRAFFIC SIGNAL INSTALLATION & PAVING | |
| CONTRACTOR: CHERRY CITY ELECTRIC, INC. | CONTRACT NUMBER: 9153 | FEDERAL AID PROJECT NUMBER: STATE |
| DATE OF CONTRACT: JULY 1, 1980 | DATE WORK STARTED: 8/26/80 | ESTIMATED COMPLETION DATE: 3-3-81 |
| AVERAGE FORCE ON PROJECT FOR THE WEEK<br>MEN _____ SUPERVISION _____ | SPECIFIED WORK DAYS<br>SPECIFIED CALENDAR DAYS 200 | WORK DAYS USED<br>CALENDAR DAYS USED 200 |
| | SPECIFIED COMPLETION DATE: 8/31/80 - PAVING PORTION | PERCENT OF TIME ELAPSED: 100 |
| PROJECT AUTHORIZATION: $ 61,012.56 | ENGINEERING AUTHORIZATION: $ 5,328.61 | PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100 |
| EXCLUSIVE OF ENGINEERING: $ 55,683.95 | | PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 100 |
| ESTIMATED COST OF COMPLETED PROJECT EXCLUSIVE OF ENGINEERING: $ 55,683.95 | ENGINEERING COST TO DATE: $ 5,328.61 | DATE PROJECT WAS COMPLETED: PAVING COMPLETE 8/28/80<br>1/30/81 |
| ESTIMATED PERCENT OVERRUN / UNDERRUN: ____ % | PERCENT OF AUTHORIZATION: 100 % | |

## ESTIMATED PERCENT COMPLETE (ROADWORK)

| CLEARING | DRAINAGE | GRADING | BASE | OIL AND/OR PAVE | MAT'L PROD | | |
|---|---|---|---|---|---|---|---|
| -------- | --------- | -------- | -------- | 100% | -------- | | |

| | GRADING | SURFACING | MAINTENANCE MATERIALS | OIL & BITUMINOUS MACADAM | PAVING |
|---|---|---|---|---|---|
| MILES IN PROJECT | | | | | |
| MILES PARTIALLY COMPLETED | | | | | |
| MILES COMPLETED | | | | | |
| TOTAL ESTIMATED QUANTITIES (CONTRACT) | | | | | |
| TOTAL QUANTITIES CORRECTED TO DATE | | | | | |
| ESTIMATED QUANTITIES MOVED OR PLACED TO DATE | | | | | |
| AVERAGE DAILY QUANTITIES | | | | | |
| AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME | | | | | |
| NUMBER OF SHIFTS PER DAY | | | | | |
| HOURS PER SHIFT | | | | | |

EQUIPMENT USED DURING THE WEEK

## ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO N/A

PERCENT

| | WEATHER | WORK DAYS CHARGED | HOURS DELAY | CAUSE OF DELAY |
|---|---|---|---|---|
| SUNDAY | | | | |
| MONDAY | | | | |
| TUESDAY | | | | |
| WEDNESDAY | | | | |
| THURSDAY | | | | |
| FRIDAY | | | | |
| SATURDAY | | | | |

RECEIVED
MAR 30 1981
CONSTRUCTION BRANCH

Richards
Berg
Inloes
Widmer
Gebert
Court

| GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK | |
|---|---|
| SUNDAY | |
| MONDAY | |
| TUESDAY | |
| WEDNESDAY | |
| THURSDAY | |
| FRIDAY | |
| SATURDAY | |

**REMARKS**

PAVING COMPLETED 8/28/80

PROJECT COMPLETE

SEMI-FINAL TURNED ON 2/25/81

3rd NOTIFICATION 3/25/81

AS-BUILT REPORT

SIGNED Warren E. Mueller LOCATION SALEM

WARREN E. MUELLER RES. ENGINEER

PRIME RESIDENT SUBMIT 2 COPIES WHEN BRIDGES AND GRADING BOTH ARE INVOLVED SUBMIT 3 COPIES

SP*F216

1E/Hubbard

PACIFIC HWY. EAST @ "D" ST. (HUBBARD)

MARION COUNTY CONTRACT #9153

PROJECT NARRATIVE

This project consisted of paving "D" Street with a two inch Class "C" Asphalt Concrete wearing surface and the installation of a two phase traffic signal.

The overlay of "D" St. was required in order to have sufficient depth of A. C. in which to place detector loops. This paving was done on August 28, 1980 with no problems. The contractor had requested a Price Agreement which reduced the sign quantity in order to not install the specified 110 Volt Flashers on the Construction Ahead signs. After the signs were installed the contractor had the power company hook up the signs.

The contractor submitted pole details and ordered his poles. He was given a later shipping date than the scheduled end of the work day count. He then found another pole manufacturer who would deliver the poles about the first of December. He then canceled the first order and ordered from the second supplier.

The poles arrived on the job and we found that two things were not as per approved details. The hand hole had a bar welded in the center to hold the cover in place with a screw. This bar was removed and the standard butterfly bar was installed. The pole did not have a lug for the grounding terminal and this was added. All other parts furnished were as specified.

In the S. W. corner; the location plans show a power pole at the right of way corner. This power pole was omitted from the construction

Versteeg
Anderson
Christensen
Olson
Sullivan
Terpin
Wakefield
RECEIVED
MAR 04 1981
ROAD DESIGN
SECTION
Do Not File
Return To
Bring
Action

plans. It was directly in line with the Pedestrian Heads across "D" Street.

Moving the pedestrian bracket to the front of the pole, the head was moved from behind the power pole. This was the only revision to the plans.

The Electrician was a bit confused with the wiring of the push buttons and thought each button required a home run of both legs to the controller, where only 2 were required from the terminal cabinet, plus one common P.B. wire. This gives us 13 spare wires for a future revision of this signal.

The Advance Warning signs (Signal Ahead) was omitted from the contract Anticipated Items, since this is the first signal south of Canby and north of Woodburn. An order for State Force Work was written and a State Crew installed the signs.

On Monday January 26 arrangements were made to turn on the signal February 5. This gave State Crews 4 days of good weather to stripe and paint cross walks. On Thursday February 5, the weather was rain, which turned to showers. The Striping Crew by use of a burner was able to paint the cross walks and put center line on the street.

The Signal Crew checked all circuits and found that one yellow on "D" St. was not operating, also that loops 1,3,4,5, & 6 had a reading on their megger of less than 5 meoghms. One was about 1 meoghm. These runs had all checked above 10 meoghms on the day the loops were placed. remaining Loops checked ok.

The controller was installed and the loops all detected traffic, even with the low readings. Moisture has undoubtedly leaked into the system at some point. We plan to open the splice joints when we have dry weather to hopefully isolate the cause of low readings.

The controller was turned on at 11:00 AM, February 5, 1981 on a fully actuated basis.

One item that is objectionable, is that the new controller has no provisions for an interior light. This means that Maintenance Crews must hook up a trouble light before they can check components on a night call.

Warren E. Mueller

WARREN E. MUELLER
RESIDENT ENGINEER

## STATEMENT OF OVERRUNS AND UNDERRUNS

SECTION: PAC. HWY. E. @ "D" ST. (HUBBARD)
HIGHWAY: PACIFIC EAST
COUNTY: MARION

CONTRACT #: 9153
PREFIX #: 24-1139
F.A.P. #: STATE

| Item | Contract Amount | Semi-Final Amount | %(+ or -) |
|---|---|---|---|
| Bid Items | $ 50,986.08 | $ 48,557.73 | - 4.8 |
| Anticipated Items | 2,300.00 | 2,250.00 | - 2.2 |
| Contingencies | 2,397.87 | 500.00 | - 79.1 |
| Engineering | 5,328.61 | 5,328.61 | 0.0 |
| Total | $ 61,012.56 | $ 56,636.34 | - 7.2 |

All substantial changes were evaluated and only those listed below meaningfully affected the total project cost.

## INDIVIDUAL OVERRUNS AND UNDERRUNS

| No. | Item | Contract Quantity | Final Quantity | %(+ or -) |
|---|---|---|---|---|
| 4 | FLAGMEN | 80 | 15.5 | - 80.6 |

Warren E. Mueller

WARREN E. MUELLER
RESIDENT ENGINEER

FORM 81-734-3001

OREGON STATE HIGHWAY DIVISION

# FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

| | | |
|---|---|---|
| SECTION: PAC. HWY. E. @ "D" ST. (HUBBARD) | | WEEK ENDING: 3/21/81 |
| | | SECTION PREFIX: 24-1139 |
| HIGHWAY: PACIFIC HWY. EAST. | | COUNTY: MARION |
| NAME OF JOB: PAC. HWY. E. @ "D" ST. (HUBBARD) | KIND OF WORK: TRAFFIC SIGNAL INSTALLATION & PAVING | |
| CONTRACTOR: CHERRY CITY ELECTRIC, INC. | CONTRACT NUMBER: 9153 | FEDERAL AID PROJECT NUMBER: STATE |
| DATE OF CONTRACT: JULY 1, 1980 | DATE WORK STARTED: 8/26/80 | ESTIMATED COMPLETION DATE: 3-3-81 |
| AVERAGE FORCE ON PROJECT FOR THE WEEK<br>MEN _____ SUPERVISION _____ | SPECIFIED WORK DAYS<br>SPECIFIED CALENDAR DAYS 200 | WORK DAYS USED<br>CALENDAR DAYS USED 200 |
| PROJECT AUTHORIZATION $ 61,012.56 | SPECIFIED COMPLETION DATE: 8/31/80 - PAVING PORTION | PERCENT OF TIME ELAPSED: 100 |
| EXCLUSIVE OF ENGINEERING $ 55,683.95 | ENGINEERING AUTHORIZATION $ 5,328.61 | PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 99 |
| ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING $ 55,683.95 | ENGINEERING COST TO DATE $ 5,328.61 | PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 99 |
| ESTIMATED PERCENT OVERRUN / UNDERRUN _____ % | PERCENT OF AUTHORIZATION 100 % | DATE PROJECT WAS COMPLETED: PAVING COMPLETE 8/28/80<br>1/30/81 |

ESTIMATED PERCENT COMPLETE (ROADWORK)

| CLEARING | DRAINAGE | GRADING | BASE | OIL AND/OR PAVE | MAT'L PROD |
|---|---|---|---|---|---|
| -------- | --------- | -------- | -------- | 100% | -------- |

| | GRADING | SURFACING | MAINTENANCE MATERIALS | OIL & BITUMINOUS MACADAM | PAVING |
|---|---|---|---|---|---|
| MILES IN PROJECT | | | | | |
| MILES PARTIALLY COMPLETED | | | | | |
| MILES COMPLETED | | | | | |
| TOTAL ESTIMATED QUANTITIES (CONTRACT) | | | | | |
| TOTAL QUANTITIES CORRECTED TO DATE | | | | | |
| ESTIMATED QUANTITIES MOVED OR PLACED TO DATE | | | | | |
| AVERAGE DAILY QUANTITIES | | | | | |
| AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME | | | | | |
| NUMBER OF SHIFTS PER DAY | | | | | |
| HOURS PER SHIFT | | | | | |

EQUIPMENT USED DURING THE WEEK

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO N/A

PERCENT

| | WEATHER | WORK DAYS CHARGED | HOURS DELAY | CAUSE OF DELAY |
|---|---|---|---|---|
| SUNDAY | | | | |
| MONDAY | | | | |
| TUESDAY | | | | |
| WEDNESDAY | | | | |
| THURSDAY | | | | |
| FRIDAY | | | | |
| SATURDAY | | | | |

K

RECEIVED
MAR 23 1981
CONSTRUCTION
BRANCH

Kelsey — Richards
Jacklond — Daly
Hopkins — Inloes
Williams — Widmer
[illegible] — Gebauer
[illegible] — Cook

| GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK | |
|---|---|
| SUNDAY | |
| MONDAY | |
| TUESDAY | G.W. WIMER, W. MUELLER, & CITY OF HUBBARD PERSONEL DID FINAL INSPECTION |
| WEDNESDAY | |
| THURSDAY | |
| FRIDAY | |
| SATURDAY | |

**REMARKS**

PAVING COMPLETED 8/28/80

PROJECT COMPLETED 1/30/81, TURNED ON 2/5/81

SEMI-FINAL TURNED IN 2/25/81

HOLDING 3rd NOTIFICATION FOR PAPERWORK FROM CONTRACTOR & MINOR CLEAN-UP

SIGNED Warren E Mueller LOCATION SALEM

WARREN E. MUELLER RES. ENGINEER

PRIME RESIDENT SUBMIT 2 COPIES WHEN BRIDGES AND GRADING BOTH ARE INVOLVED SUBMIT 3 COPIES

SP*F216

9-53

June 26, 1980

City of Hubbard
City Hall
Hubbard, OR 97032

AGR 4

Attention: Janice Bean
City Recorder

MISC. CONTRACTS and
AGREEMENTS No. 7221

Gentlemen:

Attached for your records is a fully executed copy of an agreement covering installation of traffic signals on the Pacific Highway East at "D" Street in Marion County.

We have retained a fully executed copy of this agreement for the Transportation Commission's files.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

FKN/gnk

Attachment

bc: Don Harwell (conformed agreement attached)

9125

OREGON STATE HIGHWAY DIVISION
Traffic Engineering Section

PROJECT COST SUMMARY
Date -

**Project:** Pacific Hwy E. @ "D" St. (Hubbard) Sec.
**Highway:** Pacific Hwy East
**County :** Marion
**Prefix :** 24-1462

Scheduled for Letting: MAY 29, 1980
Type of Project : STATE (REHAB)
Completion Time : 200 Calendar Days

BID SCHEDULE

| Item No. | Item | Quantity and Unit | Unit Price | Amount |
|---|---|---|---|---|
| 1. | Temporary Protection and Direction of Traffic for _____ | All Specified Lump Sum | | $ 2000.00 |
| 2. | Temporary Signs for _____ | _____ sq. ft. | $_____ | $_____ |
| 3. | Flagmen for _____ | _____ hr. | $_____ | $_____ |
| 4. | Traffic Signal Installation, Complete for _____ | All Specified Lump Sum | | $ 50,578 |
| | | Estimated Contract Cost | | $ 52,578 |

ANTICIPATED ADDITIONAL ITEMS

| | | |
|---|---|---|
| Striping | $ 1000.00 | |
| Signing | $ | |
| Controller Testing | $ 1000.00 | |
| | $ | $ 2000.00 |
| Engineering and Contingencies | | $ 7622.00 |
| ESTIMATED PROJECT COST | | $ 62,200.00 |

COMMENTS:

Estimated Contract Cost includes AC paving

NOTED
DWAYNE HOFSTETTER

OREGON STATE HIGHWAY DIVISION
Traffic Engineering Section

PROJECT COST SUMMARY
Date -

**Project:** Pacific Hwy E. @ "D" St. (Hubbard) Sec.
**Highway:** Pacific Hwy East
**County :** Marion
**Prefix :** 24-1462

Scheduled for Letting: MAY 29, 1980
Type of Project : STATE (REHAB)
Completion Time : 200 Calendar Days

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| Item No. | Item | Quantity and Unit | Unit Price | Amount |
|---|---|---|---|---|
| 1. | Temporary Protection and Direction of Traffic for _____ | All Specified Lump Sum | | $ 2000.00 |
| 2. | Temporary Signs for _____ _____ | _____ sq. ft. | $_____ | $_____ |
| 3. | Flagmen for _____ _____ | _____ hr. | $_____ | $_____ |
| 4. | Traffic Signal Installation, Complete for _____ _____ | All Specified Lump Sum | | $ 50,578 |
| | | Estimated Contract Cost | | $ 52,578 |

ANTICIPATED ADDITIONAL ITEMS

| | | |
|---|---|---|
| Striping | $ 1000.00 | |
| Signing | $ | |
| Controller Testing | $ 1000.00 | |
| | | $ 2000.00 |
| | Engineering and Contingencies | $ 7622.00 |
| | ESTIMATED PROJECT COST | $ 62,200.00 |

COMMENTS:

Estimated Contract Cost includes AC paving

NOTED
DWAYNE HOFSTETTER

| INDEX OF SHEETS | |
|---|---|
| SHEET NO. | DESCRIPTION |
| 1 | Title Sheet & Summary |
| | |
| | |
| | |
| | |

Drw'g No's.

4763
4764
4765 } Signal Plans

1470
1471
1472
1488
34606 } Signal Details

S-1
S-6
S-12
2200 } Temporary Signing Details

STATE OF OR

# DEPARTMENT OF TRA

## STATE HIGHWAY

PLANS FOR PROPOSED

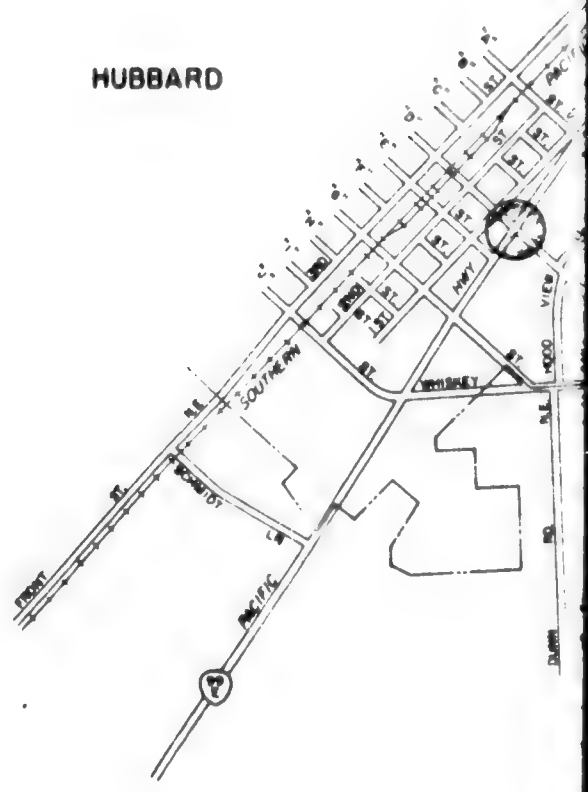
# TRAFFIC SIGNAL IN
# PACIFIC HWY. E. AT "D" S
# PACIFIC HWY.

## MARION COUNTY

## S U M M A R Y

| ITEM | UNIT | QUANTITY |
|---|---|---|
| Temporary Protection & Direction of Traffic | All | All |
| Temporary Signs | Sq.Ft. | 180 |
| Flagmen | Hour | 40 |
| Traffic Signal Installation, Complete | All | All |
| Class "C" Asphalt Concrete Mix | Ton | 240 |
| Tack Coat | Ton | 0.5 |

HUBBARD




*Sketch Ma*

SCALE 0 600 1800

| TRAFFIC SIGNAL INSTALLATION PACIFIC HWY. E. AT "D" ST. (HUBBARD) SEC. PACIFIC HIGHWAY EAST MARION COUNTY | | | | SHEET No. 1 |
|---|---|---|---|---|
| FED. ROAD DIV. No. | STATE | PROJECT NUMBER | FISCAL YEAR | TOTAL SHEETS |
| 10 | OREGON | STATE | | See Index |

OF OREGON

F TRANSPORTATION

HWAY DIVISION

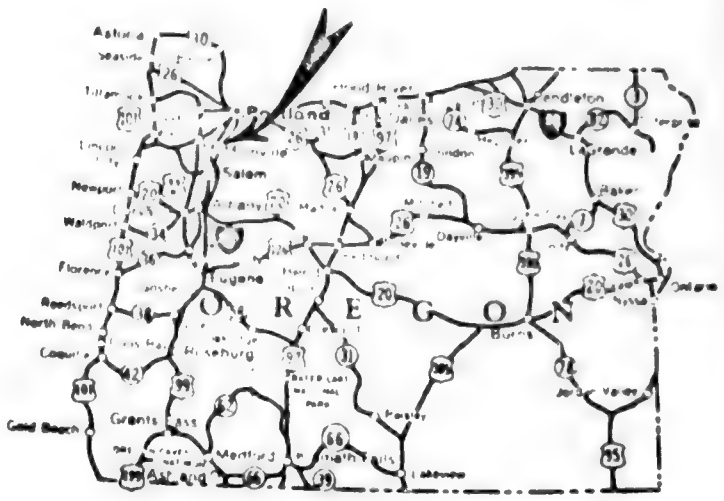
PROPOSED PROJECT

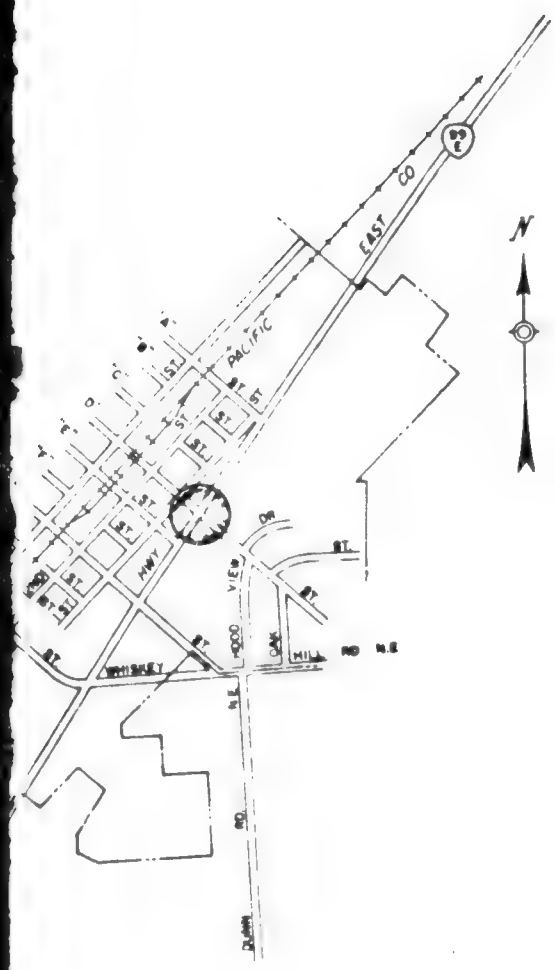
NAL INSTALLATION

"D" ST. (HUBBARD) SEC.

HWY. EAST

MAY 1980




ketch Map

PRELIMINARY COPY

MAR 2 0 1980

SUBJECT TO MUTUAL REVIEW

H. S. [illegible] — STATE HIGHWAY ENGINEER

E. S. [illegible] — ASSISTANT STATE HIGHWAY ENGINEER

OREGON TRANSPORTATION COMMISSION

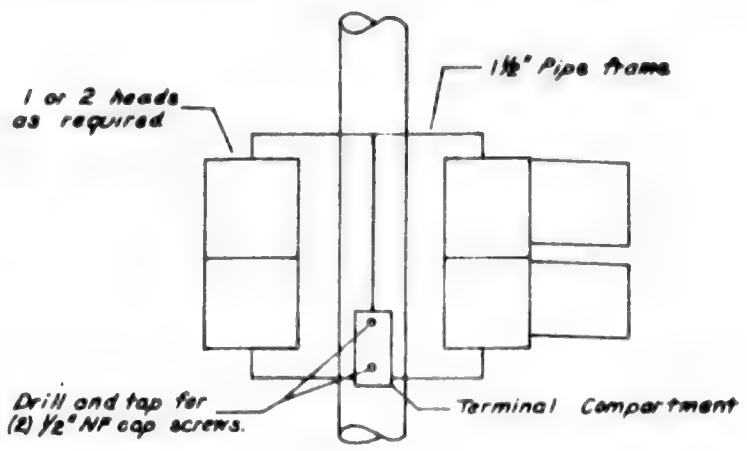
| | |
|---|---|
| Anthony Yturri | CHAIRMAN |
| Tom Walsh | VICE CHAIRMAN |
| Gordon Coleman | COMMISSIONER |
| Peter J. Brix | COMMISSIONER |
| Michael P. Hollern | COMMISSIONER |
| Fred B. Klaboe | DIRECTOR OF TRANSPORTATION |

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

APPROVED

DISTRICT ENGINEER — DATE

T.E. Drw'g. No. 4762

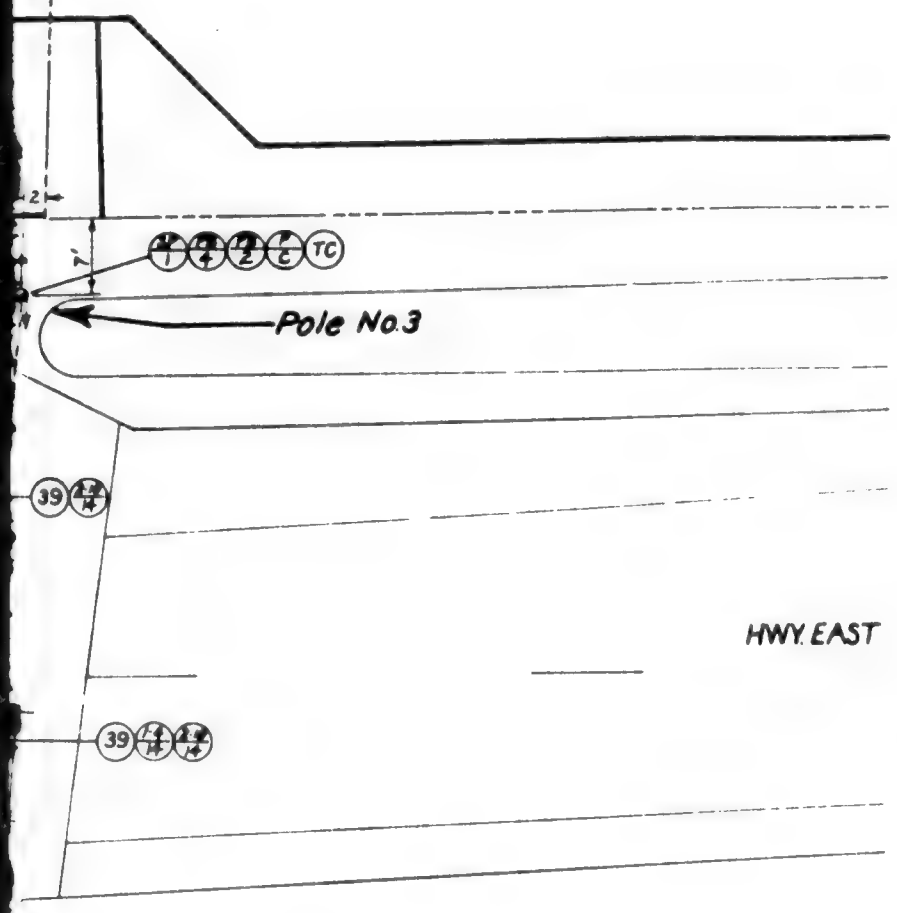


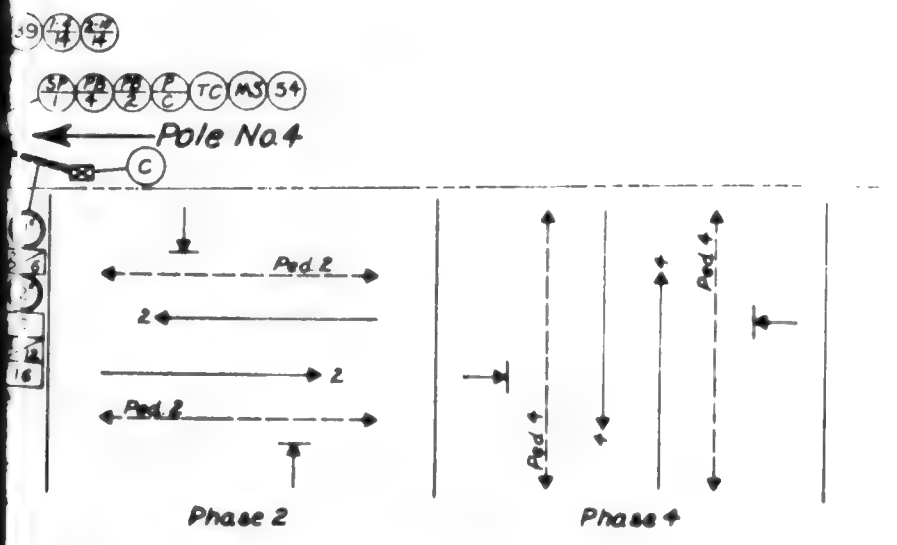

**MODIFIED PEDESTRIAN SIGNAL**
**SIDE POLE MOUNTING**

# SIGNAL PLAN
## PACIFIC HWY. EAST AT "D" ST.

SCALE 0 10 20 40 FEET

N




NORMAL PHASE ROTATION

PCC Walk

## L E G E N D

- (S) Install (S) inch electrical conduit
- (V/Ph) Install phase (Ph) vehicle signal
- (X-N/G) Install (X)-(N) wire No. (G) control cables
- (SP/T) Install [illegible] traic pole
- (PB/Ph) Install phase (Ph) pedestrian pushbutton with instruction sign
- (P/T) Install type (T) modified pedestrian signal
- (TC) Install terminal cabinet
- (MS) Install 120 volt meter base
- (39) Install 3/8" galvanized messenger cable
- (54) Install service cabinet with 30 amp SPST breaker
- (C) Install Model 17[illegible] controller in Model 332 cabinet

S = size shown — Ph = phase shown
X = number of cables shown — N = number shown
G = AWG. size shown — T = type shown
456 = 12" R, 12"Y, 12"G — 423 = 12" R, 8"Y, 8"G

(4/4) Existing Power source

PRELIMINARY COPY

MAR 2 0 1980

SUBJECT TO MUTUAL REVIEW

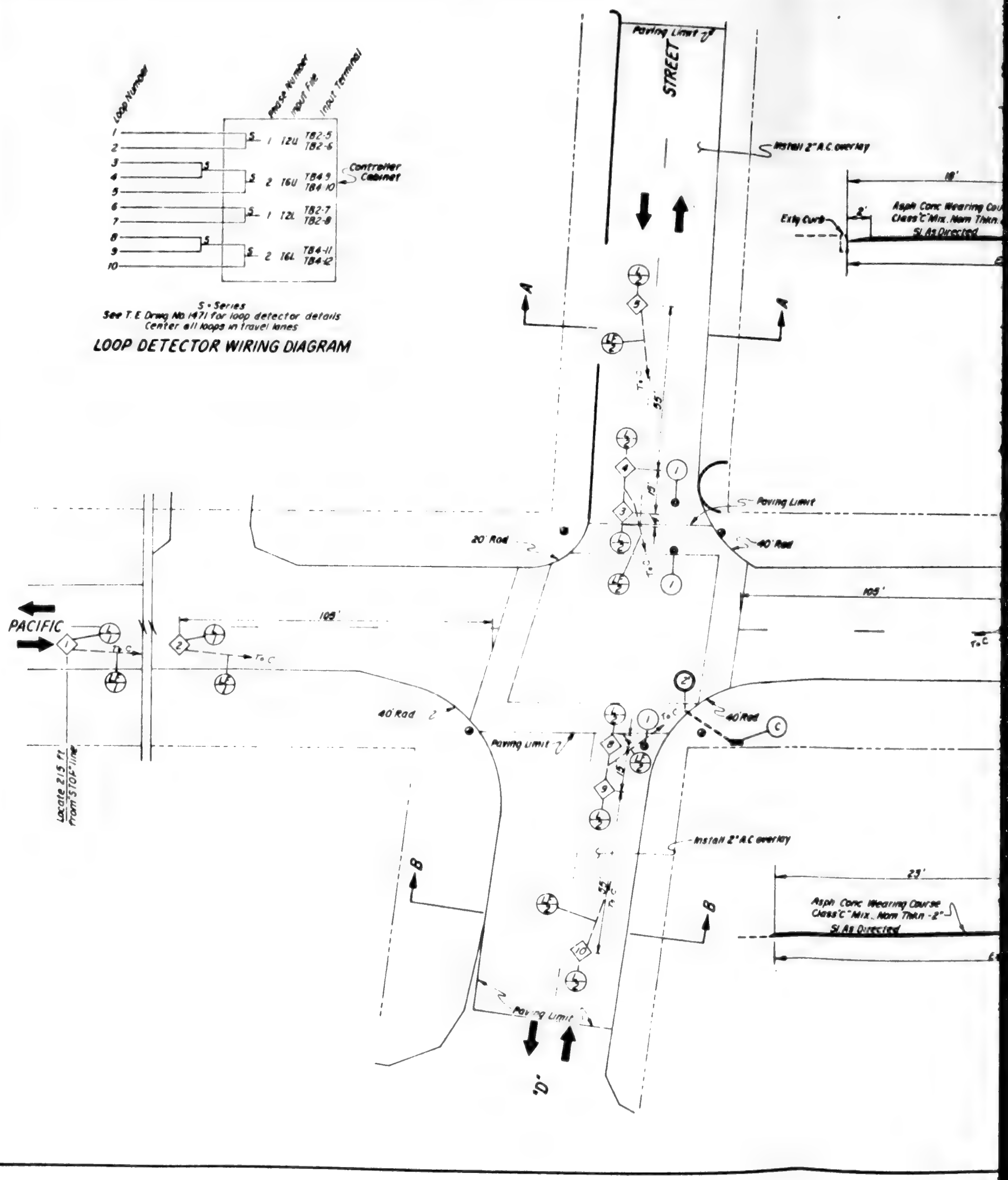
TRAFFIC SIGNAL INSTALLATION
PACIFIC HWY. E AT "D" ST. (HUBBARD) SEC.
PACIFIC HIGHWAY EAST
MARION COUNTY

April 1980

E. Dwg. No. 4763

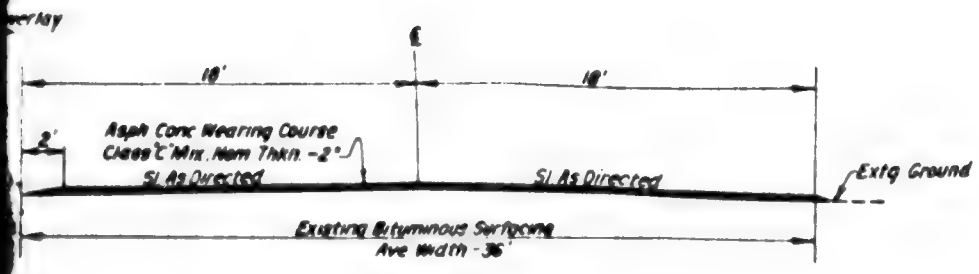
S - Series
See T.E. Drawing No. 1471 for loop detector details
Center all loops in travel lanes

## LOOP DETECTOR WIRING DIAGRAM

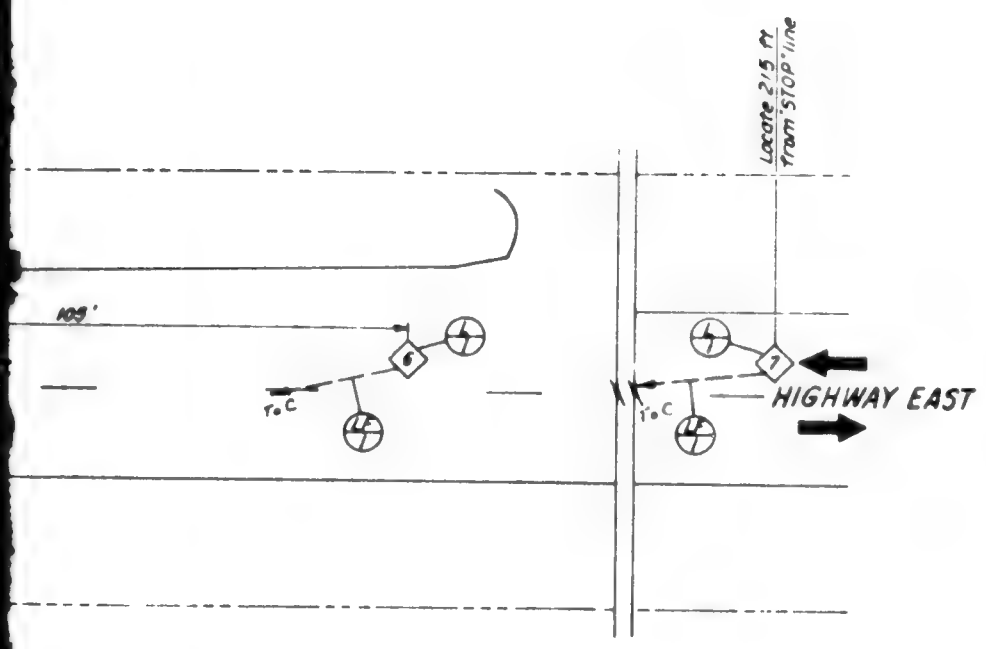


## DETECTOR PLAN

SCALE 0 20 40 FEET




SECTION A-A




## L E G E N D

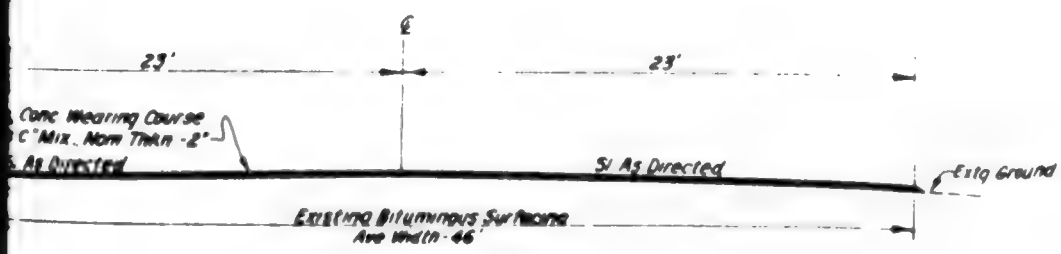
- (Ph) Install phase (ph) vehicle detector loop
- (Ph) Install phase (ph) loop feeder wires
- (C) Controller
- (S) Install (S) inch electrical conduit
- (1) Adjust manhole - 3 (total)

Ph = Phase shown  S = Size shown

PRELIMINARY COPY

MAR 2 0 1980

SUBJECT TO MUTUAL REVIEW

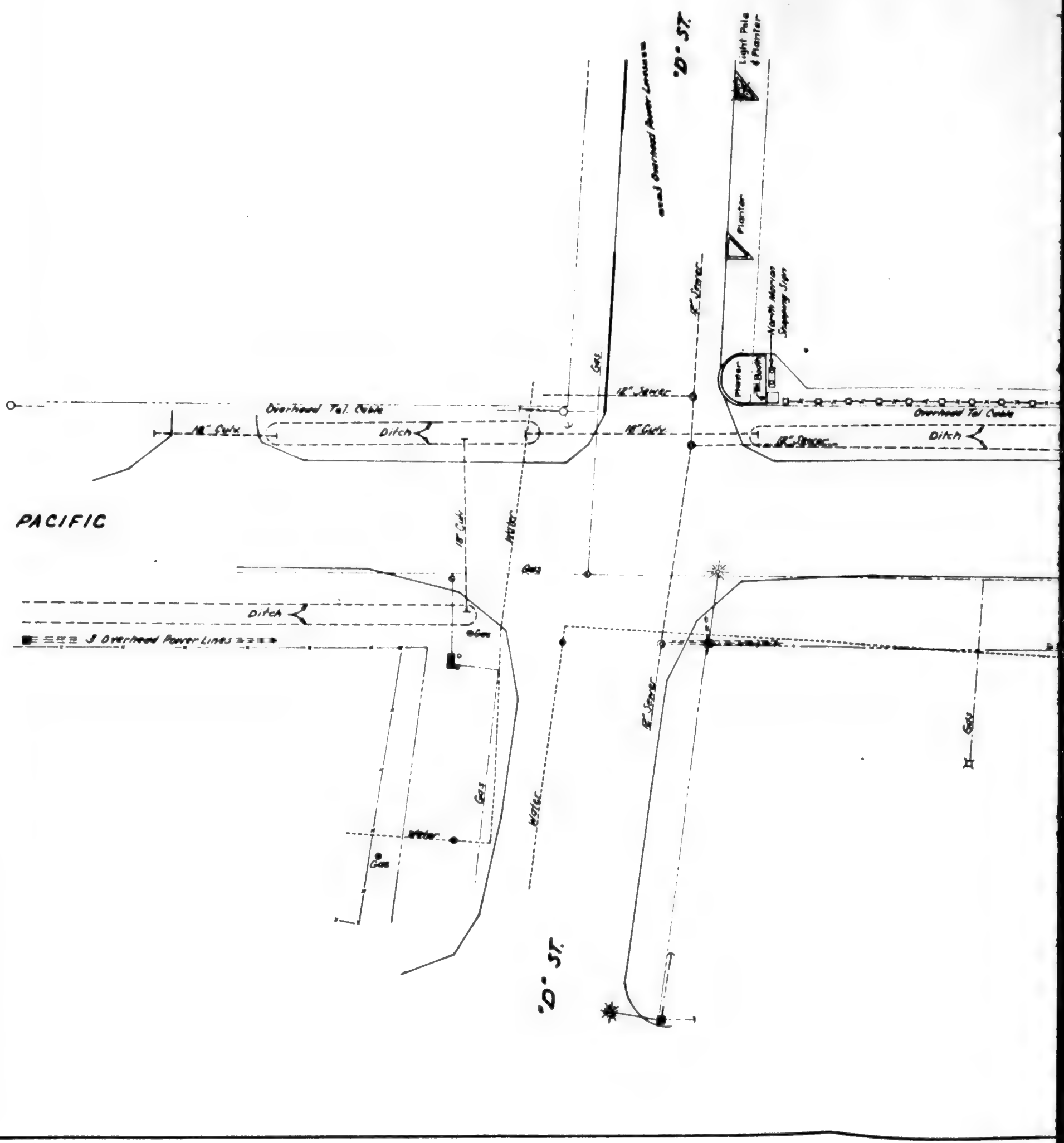



SECTION B-B

TRAFFIC SIGNAL INSTALLATION
PACIFIC HWY. E AT 'D' ST. (HUBBARD) SEC.
PACIFIC HIGHWAY EAST
MARION COUNTY

April 1980

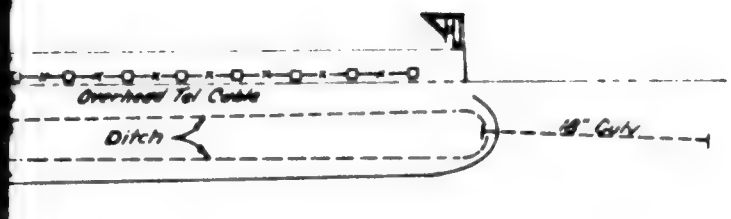
4764


"D" ST.
Light Pole & Planter
Planter
North Marron Stopping Sign
Planter
Booth
Overhead Tel Cable
Overhead Tel Cable
Ditch
Ditch
18" Sewer
18" Sewer
18" Sewer
Gas
Water
PACIFIC
18" Curb
Water
Ditch
Overhead Power Lines
Gas
Gas
Water
Water
Gas
Gas
"D" ST.

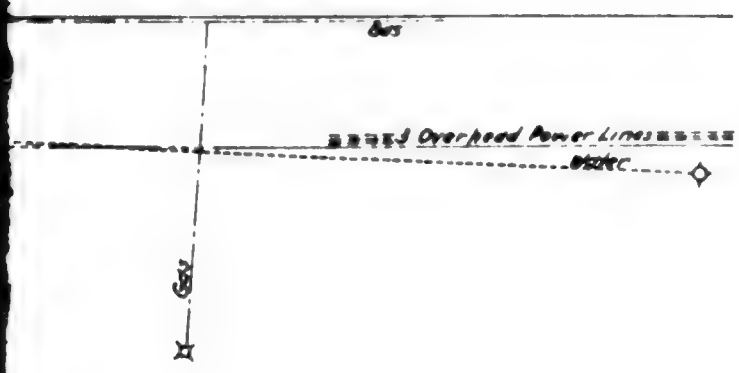
## EXISTING UTILITIES

SCALE 0 20 40 80 FEET

N




NIGHWAY EAST




PRELIMINARY COPY

MAR 2 0 1980

SUBJECT TO MUTUAL REVIEW

APPROVED:

TRAFFIC ENGINEER

3/14/80

DATE

OREGON STATE HIGHWAY DIVISION
TRAFFIC ENGINEER'S SECTION

TRAFFIC SIGNAL INSTALLATION
PACIFIC HWY. E. AT "D" ST. (HUBBARD) SEC.
PACIFIC HIGHWAY EAST
MARION COUNTY

DATE April 1980

T.E. DWG. NO. 1765

City

# ENVIRONMENTAL REVIEW CHECKLIST

ALL CLEAR 4/24/80
Donald L Rout

June 26,
~~May 29~~, 1980 Bid Letting _____ All Clear Deadline

SECTION Pacific Hwy. E. @ "D" St. (Hubbard)
Highway Pacific East
County Marion Region 2
Type of Work 2 Ph Signal Funds State
State ___ Consultant ___ Plans Avail. ___ Yes ___ No

| | Not Required | Required | Mitigation Required | Mitigation/Plans | ALL CLEAR |
|---|---|---|---|---|---|
| **DOCUMENTS:** | | | | | |
| EIS | X | | | | |
| Negative Declaration | X | | | | |
| Project Assessment | X | | | | |
| Write-off Letter | X | | | | |
| **PERMITS:** | | | | | |
| Division of State Lands | | X | | | |
| D.O.G.M.I. | X | | | | |
| Corps of Engineers | X | | | | |
| Coast Guard | X | | | | |
| Co. Conditional Use | X | | | | |
| NPS Air Pollution | X | | | | |
| NPS Water Pollution | X | | | | |
| **CULTURAL:** | | | | | |
| Cultural Survey | X | | | | |
| Cultural Salvage | X | | | | |
| **NOISE:** | | | | | |
| Noise Study | X | | | | |

N/A State Funds

# MARION COUNTY

# BOARD OF COMMISSIONERS

COURTHOUSE, SALEM, OREGON, 97301

COMMISSIONERS
Harry Carson, Jr., Chairman
Randall Franke
Pat McCarthy

EXECUTIVE OFFICER
Harold F. Brauner

LEGAL COUNSEL
Frank C. McKinney

TELEPHONE 588-5212
AREA CODE 503

January 7, 1980

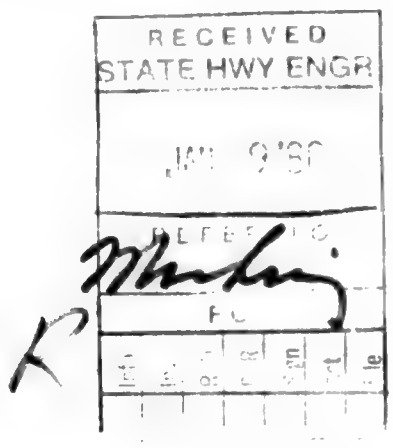
Mayor John Burke
City of Hubbard
P.O. Box 237
Hubbard, Oregon 97032

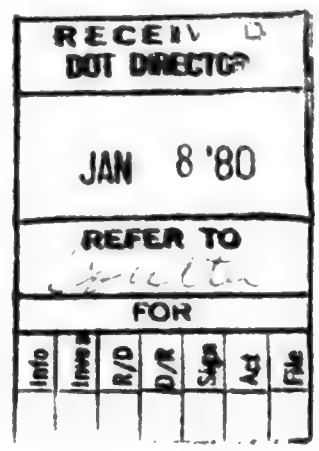
Dear Mayor Burke:

Reference is made to City of Hubbard letter of November 26, 1979, regarding Traffic Signal at "D" Street and Highway 99E, which included a City request that the Board of Commissioners give the problem of the crossing of Highway 99E serious study. A brief study of the documents furnished and related data has been made. The results of this study indicated that it was appropriate for Marion County to express support for the Hubbard Traffic Signal, as well as other projects within Marion County, at the Public Hearing held December 4, 1979. This support was expressed by the Chairman of the Marion County Board of Commissioners.

However, the County's brief study points up a developing problem parallel to some being experienced by the County; City of Salem; and State Division of Hwys, in the Salem urban area and no doubt by the State Division of Hwys. in numerous other communities around the State. That problem results from the conflicting uses of a highway for through traffic and for local access to businesses, residences and local intersecting streets. Through traffic and local use traffic are not compatible and if both are allowed to grow unchecked on any one roadway without special measures to minimize the conflicts, that roadway will eventually be so overloaded that it will: unduly bottleneck the thru traffic; waste vast quantities of precious fuel; raise the ambient air and noise pollutions to unacceptable levels; repel those people who would otherwise patronize the adjoining businesses; and generate a lot of business for insurance companies, auto repair shops, the medical profession and facilities, and those concerned with our final disposition.

As stated, the County has and does support the City's request for the subject traffic signal. However, it is hoped that the City recognizes that said traffic signal is only a stopgap measure and will proceed to initiate some serious long range planning to develop a street pattern to adequately handle both the thru traffic and local traffic without undue conflict.



For explanation and elaboration on the County's brief study, please contact John Green or George Grove at our Public Works Office, 300 Senator Building 220 High St. Salem, Oregon or phone 588-5036.

Marion County, by and through its Board of Commissioners

Harry Carson Jr.
Chairman

Randall Franke
Commissioner

Pat McCarthy
Commissioner

GTG:fb

c.c. Richard Knowles, MWVCOG
Chuck Fredrickson, Region II
Fred Klaboe, ODOT
Bill Cranford ODOT

1980 Ore. Coast Hwy. @ 4th St. 9155
in Tillamook. (Traffic sig.
installation)

Smead
No. 2-152-5L
...INGS, MN - LOS ANGEL...
...ON McGREGOR ...

September 11, 1981

United Pacific Insurance Co.
Fidelity & Surety Department
P. O. Box 1216
Tacoma, WA 98401

CON 5
#9155

Gentlemen:

On July 17, 1981, we wrote to you concerning release of final payment on Contract No. 9155 awarded to Sims Electric, Inc. for traffic signals on the Oregon Coast Highway and 4th Street in Tillamook, Tillamook County.

Final payment on this contract is $3,257.40 and the total contract amount is $37,176.20. No work was performed under force account.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

js
cc: Sims Electric, Inc.
721 S.E. Oak Avenue
Roseburg, OR 97470

bc: C. T. Keasey
Walt Hart
C. O. Fredrickson

REPORT OF ACTION UNDER DELEGATED AUTHORITY -1

ASSISTANT STATE HIGHWAY ENGINEER

On behalf of the Commission and under authority delegated to me to accept contracts completed according to specifications, I accepted the following:

| Contractor and Contract No. | Section and County | Acceptance Date |
|---|---|---|
| Sims Electric, Inc. No. 9177 | Coos Bay/Roseburg Hwy. @ 2nd St. (Coquille) Coos County | July 14, 1981 |
| Sims Electric, Inc. No. 9155 | Ore. Coast Hwy. @ 4th St. (Tillamook) Tillamook County | July 16, 1981 |
| Wildish-Corvallis Construction Co. No. 9040 | SPRR X'ing @ Granger Benton County | July 20, 1981 |
| Salem Road & Driveway Co. No. 9159 | 12th St.SE-Ewald Ave.SE (Salem) Marion County | July 31, 1981 |
| Riedel International No. 9107 | SPRR X'ing @ SE Lawnfield Rd. Clackamas County | August 3, 1981 |
| D Mc D Corp. No. 9256 | Enterprise Rock Production Wallowa County | August 3, 1981 |
| Rock Process, Inc. No. 9280 | Meacham Rock Production Umatilla & Union Counties | August 3. 1981 |
| Morse Bros. Contractors, Inc. No. 9002 | Siuslaw River-Walton Lane County | August 4, 1981 |
| Wisar Const. Co., Inc. No. 9057 | Little Butte Creek Bridge Jackson County | August 4, 1981 |
| Harry Claterbos Co. J.V. No. 8949 | S.Unit, Astoria-Camp Rilea Clatsop County | August 5, 1981 |
| R & R Excavating Co.,Inc. No. 9146 | NE 33rd Ave.@ NE Broadway & SE 139th Ave. @ SE Stark St. (Portland) Multnomah County | August 6, 1981 |

August 6, 1981

C. T. Keasey
Asst. State Highway Engineer

#7

OREGON STATE HIGHWAY DIVISION

RESIDENT ENGINEER'S NARRATIVE REPORT

OF

TRAFFIC SIGNAL INSTALLATION

OREGON COAST HIGHWAY AT 4th St. (TILLAMOOK) SECTION

OREGON COAST HIGHWAY

TILLAMOOK COUNTY

CONTRACT No. 9155

CONTRACTOR: SIMS ELECTRIC, Inc.

RESIDENT ENGINEER: CHARLES W. ELROY



REFERRED TO
1 Board Stoudenmeyer
Cole Mann
Eriksen Watson
Hager Dorn Leu
Return Discuss Do Copy Due
BY FINAL DESIGN ENGINEER

1 Versteeg
Anderson
Christensen
Olson
Sullivan
Taylor
Watching

RECEIVED
APR 0 1981
ROAD DESIGN SECTION

HISTORY: On November 5, 1979, at the request of the City of Tillamook, an agreement was made with the Oregon State Highway Division to make a field survey, design and install traffic control signal equipment on the Oregon Coast Highway at Fourth Street in order to provide for the safe and expeditious flow of traffic at this intersection.

The Oregon Coast Highway, State Primary Highway No. 9, is a state highway under the jurisdiction and control of the Oregon Transportation Commission, and Fourth Street is a public street under the jurisdiction and control of the City of Tillamook.

The project was advertised for bidding purposes on June 4, 1980 and bid proposals were opened June 26, 1980 with Sims Electric, Inc. of Roseburg, Oregon, being low bidder at a cost of $36,420.00

Work commenced December 8, 1980 and was completed February 11, 1981 with the elapse of 195 calendar days out of the 220 days allowed for copletion of the project.

CONTRACT WORK:

Work on this project comprised of the following bid items:

1.) Temporary Protection and Direction of Traffic

2.) Temporary Signs

3.) Flagmen

4.) Traffic Signal Installation, Complete

Only two of the above stated bid items created any construction problems worthy of interest and they are listed as follows, with comments for correction on future signalization projects:

A.) Temporary Signs: A price agreement was needed to pay the contractor for furnishing and installing two 12-volt amber flashing lights above the ROAD CONSTRUCTION AHEAD signs facing incoming traffic preceding the work area, on each side of the two lane - oneway Pacific Avenue (Highway 101) due to their omission in the Special Provisions.

The old method of stating on the Special Provisions the number, size, type and legend of the signs required on the project seemed to be much more superior to that of leaving it up to the contractor and what he thinks is needed by looking at our Standard Drawing No. 2200 "Temporary Protection & Direction of Traffic". We also need an addition to this drawing showing a two lane-oneway traffic pattern which requires double signing. This drawing should also show the use of 12-volt Amber Flashing Lights mounted above the "ROAD CONSTRUCTION AHEAD" signs.

B.) Traffic Signal Installation, Complete: The only problem encountered during the signal installation was the connection of the interconnect line to the existing signal installation at the intersection of 4th St. and Main Avenue. The as constructed drawing of the 4th St. and Main Ave. signal installation was incorrect and required extra work to make the interconnect tie between the two signal controllers.

B.) (cont.) State Force Order No. 2 was written and approved to allow the Region 2 electrical crew to make the interconnect tie. This required the installation of an additional terminal box and approximately 60 feet of interconnect wiring.

This extra work can be eliminated by the submission of accurate AS CONSTRUCTED drawings by the Resident Engineers and the Traffic section notifying the Residents during the location stage to check the existing installations that are being tied to.

WORKMANSHIP:

Sims Electric, Inc. electricians made a neat and efficient traffic signal installation which is reflected by the good looking appearance of the installation.

Cooperation was very satisfactory between the City of Tillamook, the various utilities, the contractor and the State. These good relations helped expedite the completion of the project.

SUGGESTIONS:

Firstly: The Traffic Section should update all of their Standard Drawings that apply to the installation of traffic signals. By doing this, contractual and State inspection errors could be kept at a minimum.

Secondly: Additions to the Contract Plans and Special Provisions of new materials and specifications should be made before the contract has been bid upon so the cities will know what their portion of the total cost will be instead of being asked for additional funds when the project is complete.

Thirdly: The castings being allowed for use for supporting signal heads and illuminated signs on signal mast arms should be given a thorough review. One of the castings gave way during a storm right after the signals were put into operation. State forces had to correct the situation.

## STATEMENT OF OVERRUNS & UNDERRUNS

| | | | |
|---|---|---|---|
| Project: | Oregon Coast Highway @ 4th. St. (Tillamook) | Contract No.: | 9155 |
| Highway: | Oregon Coast | Prefix : | 29-1126 |
| County: | Tillamook | F.A. NO. : | State |

| Item No | Item | Unit | Original | Semi-final | %(+ or-) |
|---|---|---|---|---|---|
| | | | SUMMARY | | |
| | Bid Items | $ | 36,421.00 | $35,704.00 | -2% |
| | Anticipated Items | $ | 2,300.00 | 1,700.23 | -26% |
| | Contingencies | $ | 1,742.45 | 1,938.64 | +11% |
| | Engineering | $ | 3,872.10 | 3,250.00 | -16% |
| | Liquated Damages | $ | --- | --- | -- |
| | Total | $ | 44,335.55 | 42,592.87 | -3.9% |

All substantial changes were evaluated and only those listed below meaningfully affected the total project cost.

INDIVIDUAL OVERRUNS AND UNDERRUNS

| | | | | |
|---|---|---|---|---|
| B.I. No. 2 Temporary Signs | Sq. Ft. | 192.00 | 205.25 | +6.9% |

Signing called for under the contract was not adequate to provide protection and direction through the project work area.

| | | | | |
|---|---|---|---|---|
| B.I. No. 3 Flagmen | Hour | 40.00 | 5.00 | -87.5% |

The contractor elected to use traffic cones to direct the flow of traffic in lieu of flagmen.

Note: Price agreements 1 (Document change in controller logic) and 2 (Amber flashing lights) are pending. Their estimated total of $1,472.00 has been included in the summary above.

FORM 81-736-3001

OREGON STATE HIGHWAY DIVISION

# FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

| | | |
|---|---|---|
| SECTION: Oregon Coast Highway AT 4th St (Tillamook) | | WEEK ENDING: March 28, 1981 |
| | | SECTION PREFIX: 29-1126 |
| HIGHWAY: Oregon Coast Highway | | COUNTY: Tillamook |
| NAME OF JOB: Oregon Coast Highway AT & 4th St(Tillamook) | KIND OF WORK: Traffic Signal Installation | |
| CONTRACTOR: Sims Electric Inc. | CONTRACT NUMBER: 9155 | FEDERAL AID PROJECT NUMBER: State |
| DATE OF CONTRACT: July 21, 1980 | DATE WORK STARTED: 12/8/80 | ESTIMATED COMPLETION DATE: March 8, 1981 |
| AVERAGE FORCE ON PROJECT FOR THE WEEK: LABOR 0 SUPERVISION 0 | SPECIFIED WORK DAYS | WORK DAYS USED |
| | SPECIFIED CALENDAR DAYS 220 | CALENDAR DAYS USED 195 |
| | SPECIFIED COMPLETION DATE | PERCENT OF TIME ELAPSED: 89 |
| PROJECT AUTHORIZATION: $44,335.55 | | PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100 |
| EXCLUSIVE OF ENGINEERING: $40,463.45 | ENGINEERING AUTHORIZATION $3,872.10 | |
| ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $40,463.45 | ENGINEERING COST TO DATE $4,850.* | PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 96 |
| ESTIMATED PERCENT ~~XXXXXX~~ UNDERRUN: -3.8 % | PERCENT OF AUTHORIZATION: 125 % | DATE PROJECT WAS COMPLETED: 2/11/81 |

* Reflects $2,050.for controller testing and Signal turn on.

ESTIMATED PERCENT COMPLETE (ROADWORK)

| CLEARING | DRAINAGE | GRADING | BASE | OIL AND/OR PAVE | MAT'L. PROD. | | |
|---|---|---|---|---|---|---|---|
| | | | | | MAINTENANCE MATERIALS | OIL & BITUMINOUS MATERIALS | PAVING |

ESTIMATED PERCENT COMPLETE (STRUCTURES)

| | | | |
|---|---|---|---|
| March | | | |
| DAY | 22 | Clear | 195 |
| DAY | 23 | Clear | " |
| DAY | 24 | Cloudy | " |
| DAY | 25 | Rain | " |
| DAY | 26 | Showers | " |
| DAY | 27 | Overcast | " |
| DAY | 28 | | " |

K

RECEIVED

## GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

| | |
|---|---|
| SUNDAY 22 | No Activity this week |
| 23 MONDAY | |
| 24 TUESDAY | |
| 25 WEDNESDAY | |
| 26 THURSDAY | |
| 27 FRIDAY | |
| 28 | |

REMARKS

"This is the final weekly report for this Project."

"Semi-Final was finished and sent in Friday March 27, 1981."

Education Director
Charles W. Elroy, Ten; Engr.

June 27, 1980

CON 4

City of Tillamook
City Hall
Tillamook, Oregon 97141

Attn: Richard C. Townsend
City Manager

Gentlemen:

On June 26, 1980 a satisfactory bid was received from Sins Electric Co., Inc., 721 S.E. Oak Avenue, Roseburg, Oregon 97470 for installation of traffic signal equipment on the Oregon Coast Highway at Fourth Street Section. The advance deposit based on the anticipated construction cost of their bid is as follows:

| Bid Items | $36,421.00 |
|---|---|
| Permanent Pavment Striping | $ 700.00 |
| Signal Controller Testing | 1,000.00 |
| 4 1/2% Contingencies | 1,742.45 |
| 10% Engineering | 3,872.10 |
| ESTIMATED TOTAL COST | $44,335.55 |

City's Advance Deposit: $5,000.00.

This project will be awarded upon receipt of your advance deposit, which should be in this office no later than July 18, 1980.

The attached sheet defines the three options for making your advance deposit. Please select the option you desire and submit your advance deposit in accordance with the instructions.

Very truly yours,

D. E. Swan
Operation Programming Engineer

GEZ:pf

bcc w/AD # 787: Region 2 Federal Aid Engineer
Vern Skoog - Please return completed AD # 787 when check is received.

9

# ENVIRONMENTAL REVIEW CHECKLIST

ALL CLEAR 4/24/80
Donald L Rout

May 29, 1980 Bid Letting _____ All Clear Deadline

SECTION Ore. Coast Hwy. @ 4th St. (Tillamook)
Highway Oregon Coast
County Tillamook Region 2
Type of Work Pretimed Signal Funds State
State___ Consultant ___ Plans Avail. ___Yes ___No

| | Not Required | Required | Mitigation Required | Mitigation/Plans | ALL CLEAR |
|---|---|---|---|---|---|
| **DOCUMENTS:** | | | | | |
| EIS | X | | | | |
| Negative Declaration | X | | | | |
| Project Assessment | | | | | |
| Write-off Letter | X | | | | |
| **PERMITS:** | | | | | |
| Division of State Lands | X | | | | |
| D.O.G.M.I. | X | | | | |
| Corps of Engineers | X | | | | |
| Coast Guard | X | | | | |
| Co. Conditional Use | X | | | | |
| NPS Air Pollution | X | | | | |
| NPS Water Pollution | X | | | | |
| **CULTURAL:** | | | | | |
| Cultural Survey | X | | | | |
| Cultural Salvage | X | | | | |
| **NOISE:** | | | | | |
| Noise Study | X | | | | |

N/A State Funds

ACR 4

November 30, 1979

City of Tillamook
City Hall
Tillamook, OR 97141

Attention: Esther Wade
City Recorder

MISC. CONTRACTS and
AGREEMENTS No. 711

Gentlemen:

Attached for your records are fully executed copies of the following agreements:

1) Installation of traffic signal equipment on the Oregon Coast Highway at Fourth Street.

2) Installation of emergency vehicle pre-emption devices on traffic signals to be installed on the Oregon Coast Highway at Fourth Street.

We have retained fully executed copies of each agreement for the Transportation Commission's files.

Sincerely,

R. W. Deal
Commission Chairman

tkn

Att.

bc Don Harwell (2 cont. agree. att.)

TRA 7-6

October 18, 1979

Mr. Richard Townsend
City Manager
City Hall
Tillamook, OR 97141

Dear Mr. Townsend:

We appreciate your letter of October 10.

Data in our files indicates that fire pre-emption is warranted for the proposed signal installation at Pacific and Fourth Streets, and a letter-form agreement will be prepared. Since this is a new signal, we will share equally with the City the cost of the electronically connected equipment with the signal controller. The vehicle-mounted gear will be the City's responsibility.

Work will continue on this project at an accelerated pace.

Sincerely,

for H. S. Coulter
State Highway Engineer

cc: Senator Dell Isham

BET:jrb jh
bc: L. E. George
C. O. Fredrickson
D. E. Swan

# TILLAMOOK CITY

TILLAMOOK, OREGON 97141

October 10, 1979

Mr. H. S. Coulter
State Highway Engineer
Transportation Building
Salem, Oregon 97310

Dear Mr. Coulter:

Thank you for your letter of October 2nd which informed our City that a traffic signal installation at Fourth and Pacific warranted an accelerated project. The entire community received this information with great pleasure.

I want to also take this opportunity to thank both Mr. L. E. George and Mr. Dave Weaver who have already done considerable work on this project. As part of the agreement that is being formulated for this project, our City requests that an attachment also be made for the installation of pre-emption devices. A similar instrument was approved through your office for previous traffic signals on Highway 101 (No. 1297).

Your letter also indicated that our Third Street and Stillwell Avenue intersection did not warrant a traffic signal installation. The investigation report that was therein mentioned was not enclosed. sent 10/11 It would be appreciated if you could forward a copy of this report to my office at your convenience.

Sincerely,

Dick Townsend

Richard C. Townsend
City Manager

RCT/jla

cc: Dell Isham
L. E. George
Dave Weaver
Phillip Stearns

RECEIVED
STATE HWY ENGR
OCT 11 '79
REFER TO
FOR

# OREGON STATE HIGHWAY DIVISION
# PROJECT REQUEST

A. IDENTIFICATION:

Date: Oct. 11, 1979

Proposed Section: Oregon Coast Hwy (Pacific Ave.) @ 4th Street  Region: 2

Highway: Oregon Coast Hwy  St. Hwy. No. 9  M.P. 65.82N  to M.P. ____  Length: ____

County(s): Tillamook  (Attach Sketch Map)

Recommended Construction Date: Spring 1980  Proposed 6 YP ____

Method of Doing Work: Contract Contract  St. Force ____  Other ____

B. FINANCING

| | Section | Year | Funds Available |
|---|---|---|---|
| Postpone ☐ | | Current 6 YP | |
| | | Recommend | |
| Cancel ☐ | | Current 6 YP | |
| | | Recommend | |

If not one of the above - Recommended Financing: ____

FAI ☐ , FAP ☐ , FAS ☐ , ST. CONST. ☒ , OTHER ☐ City to contribute $5,000 for pre-emptors

C. ROADWAY & TRAFFIC

| | Width | | | | Structures | | Extg. Traffic (Year 1978) | | Proj. Traffic (Year 1980) | |
|---|---|---|---|---|---|---|---|---|---|---|
| | No. Lanes | Pvmt. | Shldrs. | Walks | No. | Tot. Lng. | ADT | Service Level | ADT | Service Level |
| Existing Facility: | 2 | | | curb | | | 6,100 | | 6,600 | |
| Proposed Facility: | 2 | | | curb | | | | | | |

D. DEFINE THE PROBLEM:

Meets minimum vehicular volume warrant & accident experience warrant.

E. PROPOSED SOLUTION:

Two phase traffic signal, fixed time with interconnect.

F. REASON FOR REQUEST AT THIS TIME:

Traffic signal warrants met.

G. COST ESTIMATE

| | |
|---|---|
| Roadway Work $40,000 | $ ------ |
| R/W (Approx: No. of Parcels ____, Acres ____, Any Reloc. ____). none | ------ |
| Structures none | ------ |
| Other (Define) Two phase fixed time traffic signal | $ 35,000 |
| Preliminary Engineering (By Whom) State | 5,000 |
| TOTAL | $ $ 40,000 |

H. REQUESTED BY: L. O. Erickson
Region Engineer ~~or Section Head~~

Approval/Disapproval E. J. Hunter for 10-22-79
State Highway Engineer  Date

Approval/Disapproval ____
Asst. Director for Operations  Date

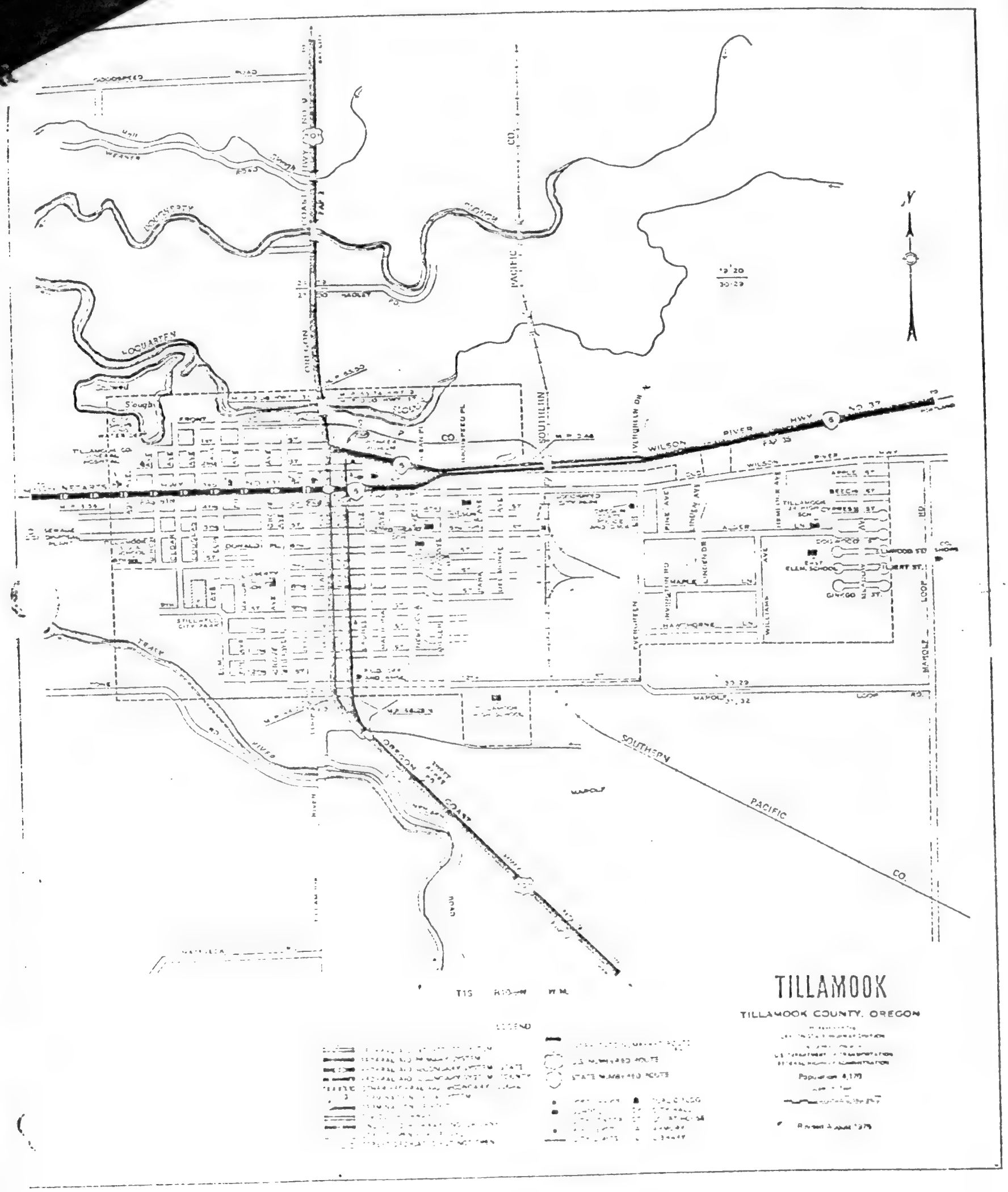
Oregon Transportation Commission

Approval Date ____

Remarks & Action Taken:

For FE... only
Construction will
be approved in new
... Year Pro...

Form 734-1386 (3-78)


TILLAMOOK
TILLAMOOK COUNTY, OREGON
WILSON RIVER HWY
SOUTHERN PACIFIC CO.
OREGON COAST HWY
TRASK RIVER
WILSON RIVER
T1S R10W W.M.
LEGEND

STATE OF OREGON

INTEROFFICE MEMO

Highway - Traffic
DEPT

378-6537
TELEPHONE

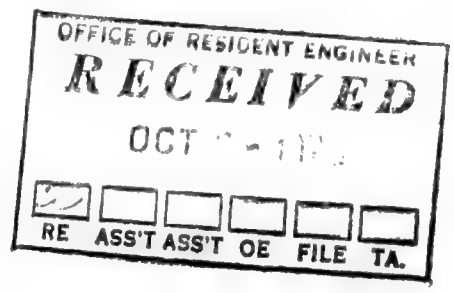
TO: C. O. Fredrickson
Region II Engineer

ATTN:
Loren Webber

DATE: October 5, 1979

FROM: L. E. George
Traffic Engineer

SUBJECT: Proposed Signal Installation
Oregon Coast Highway at Fourth Street
Tillamook




As you probably know, Mr. H. S. Coulter has approved an accelerated approach to the subject project.

Would you, therefore, initiate pertinent location procedures to accomplish this task.

L. E. George
Traffic Engineer

BET:jrb

cc: D. H. Moehring

October 2, 1979

Mr. Richard Townsend
Tillamook City Manager
City Hall
Tillamook, OR 97141

Dear Mr. Townsend:

Based on information transmitted to us involving the new fire station and the proposed fire runs outlined in your office to our Traffic Engineer, Mr. L. E. George, we believe the special needs for a traffic signal installation at US 101 and Fourth Street warrants an accelerated project.

A State-City agreement will be prepared in the near future containing the City's offer of $5,000 matching funds and a stipulation that the City pay the power costs with the State paying all installation costs above $5,000 (total estimated cost is $30,000) and also the State maintaining the installation.

The agreement will be transmitted to you upon its completion.

During his recent visit you also asked Mr. George to review other traffic control possibilities than a signal at the Third Street and Stillwell Avenue intersection. As was suspected, traffic data does not indicate the need for a traffic signal installation. A copy of the investigation report is enclosed (except for intersection photographs). The report does commend a left-turn refuge as has been indicated to you.

Sincerely,

H. S. Coulter
State Highway Engineer

Enclosure
cc: Senator Dell Isham
LEG:ds jh
bc: E. S. Hunter
D. H. Moehring
L. E. George
C. O. Fredrickson

VICTOR ATIYEH
GOVERNOR

# *Department of Transportation*
## HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:

September 4, 1979

Honorable Dell Isham
State Senator
3231 W. Devils Lake Road
Lincoln City, OR 97367

Dear Senator Isham:

As indicated via our recent telephone conversation, I have contacted Dick Townsend regarding the two Tillamook intersections.

The Region office is in the process of analyzing traffic control needs at Third and Stillwell. Preliminary data does not indicate a need for a traffic signal at this location. Dick asked that we review other possible types of control if a signal is not warranted. We will do this, and a final report will be made to the city. I will see that you also receive a copy of the report to the city on Third and Stillwell.

We believe that the new fire station in Tillamook and the change in fire lane requirements justify the accelerated installation of the traffic signal at Fourth and Pacific. Correspondence will soon be directed to the city accepting their offer of a cooperative installation.

I met with Dunes City Mayor, Shirley Merz, and one of the City Councilmen regarding the intersection of US101 and Canary Road. The alignment of both roads at the intersection is unique. The intersection lies at the bottom of a sag vertical curve with both Canary Road and the entrance to Honeyman State Park descending away from US101. To complicate matters, the crest of a vertical curve is only several hundred feet south of the intersection. All of these factors combine to make a difficult night vision problem for turning vehicles from any of the approaches.

The reported accidents do not indicate a problem, however, there is evidence at the intersection of people having difficulty in negotiating the turning paths.

Form 734-3122

We will install two overhead luminaires which will serve two functions. First, the overhead lights will mark the intersection as you approach it. Second, they will provide a lighted turning path. The lighting should improve conditions at the intersection.

Sincerely,

ORIGINAL SIGNED BY L. E. GEORGE

L. E. George
Traffic Engineer

LEG:jrb

bc: F. B. Klaboe
H. S. Coulter
Alfred Shirley, Jr. - Mr. Coulter has approved the installation of two luminaires.

RECEIVED
DOT DIRECTOR

SEP 7 '79

REFER TO

FOR

| Info | Invest | R/D | D/R | Sign | Act | File |
|---|---|---|---|---|---|---|
| | | | | | | |

DELL ISHAM
LINCOLN, TILLAMOOK, WESTERN PORTIONS OF WASHINGTON, YAMHILL, POLK, BENTON AND LANE COUNTIES
DISTRICT 2

REPLY TO ADDRESS INDICATED
☐ SENATE CHAMBER
SALEM, OREGON 97310
☒ 3231 W. DEVILS LAKE ROAD
LINCOLN CITY, OREGON 97367

COMMITTEES
CHAIRMAN
TRANSPORTATION
COASTAL CAUCUS
VICE CHAIRMAN
ELECTIONS
MEMBER
LOCAL GOVERNMENT
AGING AND MINORITY AFFAIRS

# OREGON STATE SENATE

SALEM, OREGON
97310

August 19, 1979

L.E. George
Traffic Engineering Unit
Department of Transportation
504-A Transportation Building
Salem, Oregon 97310

Dear Bud:

Three matters have come to my attention recently which I wish you would give priority consideration. They are as follows:

1. For some time now the needed signalization at Fourth and Pacific intersection in Tillamook has been under consideration. I am hopeful that this can be taken care of quite soon. The enclosed letter from the City Manager in Tillamook indicates that the city is in a position to share in the cost which can speed up its installation.

2. Another dangerous intersection in the City of Tillamook is at Third and Stillwell. The enclosed documentation gives reason for concern. Please look into this further and report back to the City Manager and myself.

3. Please give personal attention to the hazardous intersection located at Canary Road and Hwy 101 (Honeyman State Park). I believe that this intersection requires reallignment, better marking, and illumination. For the traveler unfamiliar with the area it appears to be rural but in reality it is a congested area because of the park and many people living east of the highway. The traffic mix -- log trucks, tourist, boats and trailers, highway commerce, and local residents -- also adds to the danger of this area. I would appreciate knowing what can be done immediately to alleviate the situation as well as what permanent solutions can be anticipated. I would appreciate knowing something definite before September 13th because I will be holding a townhall meeting in Dunes City on that day.

It is a pleasure working with someone of your dedication. Thank you.

Sincerely,

Dell Isham

DELL ISHAM
State Senator

RECEIVED
AUG 21 1979
TRAFFIC ENGINEERING

cc: Dick Townsend, Tillamook City Manager
Shirley Merz, Dunes City Mayor

# TILLAMOOK CITY

TILLAMOOK, OREGON 97141

August 13, 1979

Mr. Dave Weaver
Highway Regional Traffic Engineer
State Highway Building
Salem, Oregon 97310

Dear Dave:

I want to thank you and Dennis Billings for visiting with us last month concerning traffic signal improvements in conjunction with the new Tillamook City Fire Station location.

As we discussed, the City is extremely interested in having a new signal installed at the Fourth and Pacific intersection. Your office has previously surveyed this intersection and found that there are warrants for such improvements. We realized, however, that due to State budgetary constraints it was low on your priority list.

We are enclosing a list of our Fire Department runs from our downtown station during the last 12 months. Also enclosed is a map showing the new fire station location and our proposed fire routes from that location. Hopefully this documentation will support an increased need to progress with the Fourth and Pacific intersection as soon as possible.

Because of the passage of our fire station bond issue, we are also in a position to offer financial assistance to the project. We would like to use City matching funds in the approximate amount of $5,000 if it will help expedite your office's decision to proceed with the project.

At our meeting, we also requested an analysis of the intersection of Third Street and Stillwell Avenue to see if it met the warrants for a traffic signal. Our Police Department notes that the Motor Vehicle Department has little documentation for this intersection. However, our records show the following accident history at that location.

| | | |
|---|---|---|
| 1976 | 2 accidents | Both involved injured persons. |
| 1977 | 4 accidents | Two involving injured persons. |
| 1978 | 5 accidents | One involving injured persons. |
| 1979 | 2 accidents | To date, no injuries occurring. |

I hope this information will be helpful in trying to meet warrants for this future project. Also, please let us know if there are further details needed for initiating the Fourth and Pacific project.

Sincerely,

Richard C. Townsend
City Manager

RCT/jla

Enc.

cc: Dell Isham

1980 Coquille & Myrtle Pt. Pave- 9156
ment Marking Proj. on various
streets.

Smead
No. 2-152-5L
...INGS, MN - LOS ANGELES
...AN, OH McGREGOR, TX U.S.A.

# STATE COPY

State (H S Coulter)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

**FINAL ACCEPTANCE REPORT**

| REGION NO. | REPORT NO. | COUNTY | DIVISION |
|---|---|---|---|
| 10 | 2 | Coos | Oregon |
| **DATE OF REPORT** | **REPORT MADE BY** | | **PROJECT NO.** |
| 2-20-81 | W. N. Bryant, Area Engineer | | PMS-000S-96 |
| **COMPLETION DATE** | **ACCEPTANCE DATE BY CONTRACT AGENCY** | **TIME ELAPSED** | **CONTRACT TIME** |
| 8-14-80 | 10-24-80 | 31 % | 100 C.D. |
| **APPROVED EXTENSIONS** | **LOCATION** | | |
| None | Various city streets within Cities of Myrtle Point and Coquille | | |

~~*The PR-47, Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds, has been submitted.~~

*A copy of the State's materials certificate is attached to the Division office copy of this report.
There is compliance with section 1.23 of the Regulations pertaining to encroachments on the right-of-way.

**REMARKS:** *The project has been completed in reasonably close conformity with the approved plans and specifications including authorized changes and extra work.*

COQUILLE & MYRTLE POINT PAVEMENT MARKING
CITY STREETS
Thermoplastic Pavement Marking

This project provided for the placing of thermoplastic pavement markings on city streets in Coquille and Myrtle Point and on the Coose Bay-Roseburg Highway. A contract in the amount of $33,464.25 was awarded Traffic Marking Specialist, Inc., Portland, Oregon, on July 1, 1980. Work began on August 4, 1980 and was completed in reasonably close conformance with the approved plans and specifications on August 14, 1980 at a final cost of $33,417.53, which includes $29,290.83 for bid items and $4,126.70 for construction engineering.

RECEIVED
STATE HWY ENGR
FEB 25 '81
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

*NOTE: Not applicable for direct federal projects.

| ACCEPTANCE OF PROJECT IS RECOMMENDED | | ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION | |
|---|---|---|---|
| SIGNATURE W. N. Bryant<br>Area Engineer<br>W. N. Bryant | | SIGNATURE Original Signed By<br>G. K. HOSSNER<br>Field Operations<br>Engineer<br>G. K. Hossner | |
| TITLE Area Engineer | DATE 2-24-81 | TITLE Field Operations Engineer | DATE 2-24-81 |

FORM FHWA-1446 B (12-73) FORMERLY PR-33E

Previous Editions of PR-33E Will Not Be Used.

REPORT OF ACTION UNDER DELEGATED AUTHORITY BY

ASSISTANT STATE HIGHWAY ENGINEER

On behalf of the Commission and under authority delegated to me to accept contracts completed according to specifications, I accepted the following:

| Contractor and Contract No. | Section and County | Acceptance Date |
|---|---|---|
| Wildish Corvallis Construction Co. No. 9011 | Talbot Rd.-Santiam River (Jefferson) Marion County | October 9, 1980 |
| Willamette-Western Corp. No. 8998 | Haines Rd.-Molalla River (Canby) Clackamas County | October 13, 1980 |
| Western Bridge, Inc. No. 9126 | Ames Creek (Sweet Home) Linn County | October 15, 1980 |
| Peter Kiewit Sons' Co. No. 8959 | Lexington-Bombing Range Road & Lexington-Pieper Canyon Road Morrow County | October 17, 1980 |
| Fabricators, Inc. No. 9157 | Libby Drive-Tarheel Creek Coos County | October 17, 1980 |
| Hensel Phelps Const. Co. No. 8795 | UPRR 2nd St. O'Xing (LaGrande) Union County | October 23, 1980 |
| Hamilton Electric, Inc. No. 8940 | Halsey St. @ 223rd Ave. (Fairview) Multnomah County | October 23, 1980 |
| Hamilton Electric, Inc. No. 8837 | Pac. Hwy. W. @ McDonald St.(Tigard) Washington County | October 23, 1980 |
| Traffic Marking Spec. No. 9156 | Coquille & Myrtle Point Pavement Marking Coos County | October 24, 1980 |
| Hoberg Const., Inc. No. 9128 | N. Tigard Intchge.-SW Beef Bend Rd. (Tigard) Washington County | October 27, 1980 |
| Bracelin-Yeager Excav. & Trucking No. 9137 | Newmark Ave.-Ocean Blvd. (Coos Bay) Coos County | October 27, 1980 |
| Gervais Const. Co. No. 8817 | Silver Falls State Park Marion County | October 30, 1980 |
| C.W. McCallen Const. Co. No. 9124 | Ferguson Rd.-Tekampe Rd. Deschutes County | October 30, 1980 |
| Baker Redi-Mix, Inc. No. 9139 | UPRR X'ing-LaGrande/Baker Hwy. (Baker) Baker County | October 30, 1980 |

| Contractor and Contract No. | Section and County | Acceptance Date |
|---|---|---|
| Douglas S. Coats Const. No. 9071 | UPRR/Burnt River (Huntington) Br. Baker County | October 30, 1980 |
| Baker Redi-Mix, Inc. No. 9171 | Forest Boundary-North Powder River Baker County | October 30, 1980 |

November 10, 1980

C. T. Keasey
Asst. State Highway Engineer

November 6, 1980

United Pacific Insurance Company
Fidelity & Surety Department
P. O. Box 1216
Tacoma, WA 98401

CON 5
#9156

Gentlemen:

On October 27, 1980, we wrote to you concerning release of final payment on Contract No. 9156 awarded to Traffic Marking Specialists, Inc., for the Coquille and Myrtle Point Pavement Marking Project in Coos County.

Final payment on this contract is $1,465.64 and the total contract amount is $29,290.83. No work was performed under force account.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

dmc

cc: Traffic Marking Specialists, Inc.
P. O. Box 02178
Portland, OR 97202

bc: C. T. Keasey
Walt Hart
Alfred Shirley

STATE OF OREGON

Contract Payments 378-6594

INTEROFFICE MEMO

FILE: CON 5

TO: Bob Gormsen
Manager, Commission Services

DATE: October 24, 1980

FROM: C. T. Keasey
Assistant State Highway Engineer

SUBJECT: Highway Contract Acceptance

The contractor has completed all work according to specifications and I hereby accept the following contract as of October 24, 1980.

| | | | |
|---|---|---|---|
| Contract | 9156 | On Site Work Substantially Completed | August 14, 1980 |
| All Work Completed | October 21, 1980 | | |
| Project | Coquille & Myrtle Point Pavement Marking | | |
| Highway | City Streets | | |
| County | Coos | | |
| Type of Work | Pavement Marking | | |
| Contractor | Traffic Marking Specialist | | |

RDC:mk

cc: H. S. Coulter
R. D. Church

H. S. COULTER

RECEIVED
STATE HWY ENG
OCT 27 '80
REFER TO
F. & E.
Info
Inves
R/D
D
Surv
Art
File

3156

Coquille

ROAD DESIGN SECTION

DES 16-1

Eugene Ash
Resident Engineer

NOTED
D. O. Christensen

Duane O. Christensen
Final Design Engineer

September 24, 1980

Comments on Narrative Report
Coquille and Myrtle Point Pavement
Marking Project
City Streets
Coos County

We have reviewed your narrative report on the above-named project.

It appears that, other than the equipment used for surface cleaning preparatory to thermoplastic material laying, the primary problem was communication from the cities involved relative to their paving plans.

We appreciate your comments on surface preparation and will look into more satisfactory requirements prior to future pavement marking projects.

WGB:ja

cc D. N. Stoudenmeyer
W. G. Beard

M[illegible] T

Coquille & Myrtle Point Pavement Marking
City Streets
Coos County

Contract 9156
Prefix 306-1068
F.[illegible] 0303 (96)

On July 1, 1980, the Oregon Transportation Commission awarded a pavement marking project to Traffic Marking Specialists, Inc. of Portland, Contract 9156, Coos County, in the City of Coquille and Myrtle Point.

The preconstruction conference was held on July 23, 1980 in the State Highway office in Coquille. The city manager of Myrtle Point had some intersections to illiminate due to paving of city streets and changing of crosswalks to stop bars. He said he would submit a new chart before we would mark out the project in Myrtle Point. It was stressed to either be before the fair or after. At this time it appeared it would be after but at last minute, we were notified it would be before. However arrived before the changes were made so he had to start in Coquille. While there noticed that school crossings were marked on the highway and objected at this time doesn't paint "School Crossing" so they were illiminated except on the city streets. Coquille then had some streets to illiminate due to overlays yet this summer and some were added to take up some of the underrun. At 2nd & Central the arrows were illiminated since lanes are being changed from left turn only to left and straight ahead while the outside lane on South is from right turn only straight ahead to right turn only. The new overhead signs for this change had been ordered but didn't arrive in time so these will have to be painted arrows later after the fact.

The cleaning by air wasn't satisfactory since they used a rack-pack machine blower. Some of the dust had to be washed from afterwards to get adhesion. I would suggest that they utilize high pressure volume water [illegible] had to be used. It may be that they could get a better [illegible] intersections, but we want to see [illegible] after the [illegible] interaction, [illegible]

Coquille are subject to heavy truck turning on the crosswalks. These are 3rd & Adams, 3rd & Central, and Birch & Main. At present the walks are black from tire rubber but seem to be holding satisfactory. City said that paint only lasts about three years and the cold they had tried didn't last either. These will be the first intersections to wear out that's for sure. Many of the stop bars in the residential area are on concrete pavement but then the traffic is also light so should last many years.

Our laboratory at Salem said that they were having trouble with the thermoplastic material sticking in Portland so were requesting the test results covered by the written certifications as well as wanting a sample of the bagged plastic. No doubt the results of the sampled material will be some time in coming back.

Su ane Ash

PROJECT: Coquille - Myrtle Point Highway
HIGHWAY: City Streets
COUNTY : Coos

Control : 0156
Project : 36-10
Fed. No. : [illegible]

| Item No. | Item | Unit | Original | Semi-final | ( + or - ) |
|---|---|---|---|---|---|
| | Bid Items | $ | 33,464.25 | 29,940.81 | - 10.5 |
| | Anticipated Items | $ | 0.00 | 0.00 | 0 |
| | Contingencies | $ | 1,505.69 | 0.00 | -100 |
| | Engineering | $ | 3,346.43 | 3,[illegible].00 | + 4.6 |
| | TOTAL | | 38,316.37 | 32,[illegible].47 | - 14.4 |

All substantial changes were evaluated and all those listed above were within [illegible] of the total project costs.

4. Flagmen Hrs. 300 0 - 100
The traffic was handled by closing one lane at a time with signal [illegible] supply of cones. In the bid notice it was the traffic was limited to [illegible] of the street at time with only [illegible] minutes of [illegible] traffic [illegible].

8. Thermoplastic [illegible] (Ea.) 21 14 - 33
Region 3 has a policy of not [illegible] of Oregon [illegible] but uses [illegible] instead. After we had [illegible] for the project, the District [illegible] engineer objected. Therefore only the [illegible] on city [illegible] and the ones on the highway [illegible].

REFERRED TO
Board ____ Stoud ____
Cole ____ Mann ____
Eriksen ____ Watson ____
Hager ____ Dorn ____
Return Discuss (Do) File Copy Due
BY FINAL DESIGN ENGINEER

FORM 734-3001

OREGON STATE HIGHWAY DIVISION

# FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

| | | |
|---|---|---|
| SECTION: Coquille & Myrtle Point Traffic Marking | | WEEK ENDING: August 16, 1980 |
| | | SECTION PREFIX: 306-1068 |
| HIGHWAY: City Streets | | COUNTY: Coos |
| NAME OF JOB: Coquille & Myrtle Point Pavement Marking | KIND OF WORK: Pavement Markings | |
| CONTRACTOR: Traffic Marking Specialists, Inc. | CONTRACT NUMBER: 9156 | FEDERAL AID PROJECT NUMBER: PMS 05096 |
| DATE OF CONTRACT: 7/1/80 | DATE WORK STARTED: August 4, 1980 | ESTIMATED COMPLETION DATE: August 14, 1980 |
| AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN 3 SUPERVISION: 1 | SPECIFIED WORK DAYS | WORK DAYS USED |
| | SPECIFIED CALENDAR DAYS 100 | CALENDAR DAYS USED 31 |
| PROJECT AUTHORIZATION: $ 38,316.57 | SPECIFIED COMPLETION DATE | PERCENT OF TIME ELAPSED 31% |
| EXCLUSIVE OF ENGINEERING: $ 34,970.14 | ENGINEERING AUTHORIZATION $ 3346.43 | PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST 100 |
| ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING $ 32,500.00 | ENGINEERING COST TO DATE $ 3,000.00 | PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION 100 |
| ESTIMATED PERCENT: ~~OVERRUN~~ UNDERRUN 7 % | PERCENT OF AUTHORIZATION 90 % | DATE PROJECT WAS COMPLETED: |

## ESTIMATED PERCENT COMPLETE (ROADWORK)

| CLEARING | DRAINAGE | GRADING | BASE | OIL AND/OR PAVE. | MAT'L. PROD. | | |
|---|---|---|---|---|---|---|---|

| | GRADING | SURFACING | MAINTENANCE MATERIALS | OIL & BITUMINOUS MACADAM | PAVING |
|---|---|---|---|---|---|
| MILES IN PROJECT | | | | | |
| MILES PARTIALLY COMPLETED | | | | | |
| MILES COMPLETED | | | | | |
| TOTAL ESTIMATED QUANTITIES (CONTRACT) | | | | | |
| TOTAL QUANTITIES CORRECTED TO DATE | | | | | |
| ESTIMATED QUANTITIES MOVED OR PLACED TO DATE | | | | | |
| AVERAGE DAILY QUANTITIES | | | | | |
| AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME | | | | | |
| NUMBER OF SHIFTS PER DAY | | | | | |
| HOURS PER SHIFT | | | | | |

EQUIPMENT USED DURING THE WEEK:

Pickup, 2 trucks, thermo-plastic paving machine.

## ESTIMATED PERCENT COMPLETE (STRUCTURES)

| BRIDGE NO. | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| PERCENT | | | | | | | | |

| | WEATHER | WORK DAYS CHARGED | HOURS DELAY | CAUSE OF DELAY |
|---|---|---|---|---|
| SUNDAY 10 | Fair | 1 | | |
| MONDAY 11 | " | 1 | | |
| TUESDAY 12 | " | 1 | | |
| WEDNESDAY 13 | " | 1 | | |
| THURSDAY 14 | " | 1 | | |
| FRIDAY 15 | " | 0 | | Project completed yesterday. |
| SATURDAY | | | | |

## GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

| | |
|---|---|
| SUNDAY 10 | Crew placing thermoplastic down on City streets in Myrtle Point. |
| 11 MONDAY | Crew finished thermoplastic arrows and school crossings in M.P. |
| 12 TUESDAY | Mist in a.m. so crew took off. |
| 13 WEDNESDAY | Crew placing school crossings and arrows in Coquille |
| 14 THURSDAY | Crew finished up thermoplastic paving in Coquille in P.M. |
| 15 FRIDAY | No work. |
| 16 SATURDAY | |

## REMARKS

Crew moved over to North Bend planned on finishing Forida Vermount on Friday. Salem Lab. requested samples of plastic which should be shipped on 6/15. Also want test results instead of Cert. Semi-final will be submitted before end of month.

SIGNED E W Clark LOCATION Coquille

PRIME RESIDENT SUBMIT 2 COPIES WHEN BRIDGES AND GRADING BOTH ARE INVOLVED SUBMIT 3 COPIES

SP*F216

STATE COPY OMB No. 04-R2089

| TO BE COMPLETED BY FHWA | U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION | State: Oregon |
|---|---|---|
| MONTHLY TRANSACTION NO. 5-101 | FEDERAL-AID PROJECT AGREEMENT 7-23-80 | County: Coos |
| | | Project No.: PMS-000S(96) |

**The State, through its Highway Agency,** having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

Coquille & Myrtle Pt. Pavt. Mark.

| PROJECT CLASSIFICATION OR PHASE OF WORK | EFFECTIVE DATE OF AUTHORIZATION | APPROXIMATE LENGTH *(Miles)* |
|---|---|---|
| HIGHWAY PLANNING AND RESEARCH (HP & R) | | |
| PRELIMINARY ENGINEERING | 8-14-79 | 0.00 |
| RIGHTS-OF-WAY | | |
| CONSTRUCTION | 4-15-80 | 0.00 |
| OTHER *(Specify)* | | |

FUNDS PRO RATA 100%

| ESTIMATED TOTAL COST OF PROJECT | FEDERAL FUNDS |
|---|---|
| $ 40,317.00 | $ 40,317.00 |

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
*(Official name of Highway Agency)*

By _____

Assistant State Hwy. Engineer
*(Title)*

~~XX~~ For: H.S. Coulter

State Highway Engineer
*(Title)*

By _____

*(Title)*

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By _____
*(Division Administrator)*

For: G.L. Green

Date executed by Division Administrator 7-23-80

Form PR-2 (Rev. 10-75) PREVIOUS EDITIONS ARE OBSOLETE

## AGREEMENT PROVISIONS

**1. RESPONSIBILITY FOR WORK**

a. Except for projects constructed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

b. With regard to projects performed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in accordance with the terms of its approved Certification, or exceptions thereto as may have been approved by the Federal Highway Administration.

**2. HIGHWAY PLANNING AND RESEARCH (HP&R) PROJECT.** The State highway agency will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

**3. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY.** In the event that actual construction of a road on this right-of-way is not undertaken by the close of the tenth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

**4. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES.** In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

**5. INTERSTATE SYSTEM PROJECT.** (a) The State highway agency will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway agency will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway agency will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

**6. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT.** (a) This project authorized pursuant to 23 U.S.C. 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway agency, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 U.S.C. 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

**7. STAGE CONSTRUCTION.** The State highway agency agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHTO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation..

**8. BOND ISSUE PROJECT.** Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 U.S.C. 122, for retiring maturities of the principal indebtednesss of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by 23 CFR Part 140, Subpart F, and Volume 1, Chapter 4, Section 8 of the Federal-Aid Highway Program Manual or the alternative State procedure set forth in the State's Certificate, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway agency for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

**9. SPECIAL HIGHWAY PLANNING AND RESEARCH PROJECT.** The State Highway agency hereby authorizes the Federal Highway Administration to charge the State's pro rata share of costs incurred against funds apportioned to the State under 23 U.S.C. 307 (c), as amended. In the event a project is financed with both Federal-aid funds and State matching funds, the State agrees to advance to The Federal Highway Administration the State matching funds for its share of the estimated cost. For a National Pooled Fund study, the State hereby assigns its responsibility for the work to the Federal Highway Administration. For an Intra-Regional Cooperative Study, the State hereby assigns its responsibility for the work to the lead State for the study.

**10. PARKING REGULATION AND TRAFFIC CONTROL.** The State highway agency will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the local unit of Government referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration, unless the State determines, and the Division Administrator concurs, that the local unit of Government has a functioning traffic engineering unit with the demonstrated ability to apply and maintain sound traffic operations and control

Oregon State Highway Division
Salem, Oregon, July 2, 1980

Federal Aid Project
No. PMS-000S (96)

Coquille and Myrtle Point Pavement Markings
City Streets
Coos County

Project agreement estimate.

| | | | |
|---|---|---|---|
| Type Code P.E. | | | |
| Preliminary Engineering | All Required | | $ 2,000.00 |
| Type Code Y103 | | | |
| Pavement Markings (City Wide) | | | |
| Mobilization | All Required | | $ 200.00 |
| Temporary Protection and Direction of Traffic | All Required | | 200.00 |
| Temporary Signs | 220 Sq.Ft. | 0.10 | 22.00 |
| Flagmen | 300 Hour | 6.00 | 1,800.00 |
| Thermoplastic Pavement Arrows | 27 Each | 60.00 | 1,620.00 |
| Thermoplastic Pavement "Onlys" | 16 Each | 89.00 | 1,424.00 |
| Thermoplastic Pavement "Schools" | 3 Each | 110.00 | 330.00 |
| Thermoplastic Pavement "School Crossings" | 21 Each | 250.00 | 5,250.00 |
| Thermoplastic Pavement "Railroad Crossing" Markers | 2 Each | 250.00 | 500.00 |
| 12-inch Thermoplastic Pavement Line | 13,405 Lin.Ft. | 1.65 | 22,118.25 |
| | Total | | $33,464.25 |
| | Engineering | | 4,852.75 |
| | Total | | $38,317.00 |

Length of Project - - - - - - - - - - - - - - - - 0.00 mi.

Summary of Funds (100%)

| Description | Total Cost | Federal Funds |
|---|---|---|
| Preliminary Engineering | $ 2,000 | $ 2,000 |
| Pavement Markings | 38,317 | 38,317 |
| Total | $ 40.317 | $ 40,317 |

Group 1 100%
Contract No. 9156
Prefix 306-1068
Prefix 306-1953

U. S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

**LETTER OF APPROVAL AND/OR AUTHORIZATION**

FEDERAL AID PROJECT NO.: PMS-000S(96)

STATE PROJECT NO.: See below

FROM: G. L. Green, Division Administrator
FHWA - Oregon Division

PROGRAM NO.:

ITEM NO.: 90280

COUNTY NAME: Coos

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

TO:

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

6/10. orig

RECEIVED
STATE HWY ENGR
JUN 10 '80
REFER TO
Machining
FOR
Info | Inves | R/D | G/R | Spec | Act | File

| DATE PS&E APPROVED | DATE AUTHORIZATION EFFECTIVE | FEDERAL ROUTE NUMBER |
|---|---|---|
| 6/4/80 | 6/4/80 | Various |
| | | STATE ROUTE NUMBER: City Streets |

GENERAL LOCATION:

Coquille and Myrtle Point Pavement Marking

GENERAL DESCRIPTION OF WORK:

Pavement Marking

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☐ PREPARATION

☐ OTHER (Specify)

☐ ACQUISITION OF RIGHT-OF-WAY
CONSTRUCTION - ADVERTISE FOR RECEIPT
☒ OF BIDS

☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

Mr. Swan's 6/2/80 request and certifying statements are accepted.

PS&E documents for the subject project have been reviewed and are approved at a total estimated cost of $77,324..

A signed copy of the Title Sheet is returned herewith.

| DATE | SIGNATURE OF APPROVING OFFICIAL | TITLE |
|---|---|---|
| 6/4/80 | D. K. Swan | for Division Administrator |

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U. S. GOVERNMENT PRINTING OFFICE: 1975 631-868

Coquille

# ENVIRONMENTAL REVIEW CHECKLIST

ALL CLEAR 5/28/80

Donald L. Root

June 26, 1980 Bid Letting _____ All Clear Deadline

SECTION Coquille & Myrtle Point Pvm't Marking
Highway City Streets
County Coos Region 3
Type of Work Pvm't Marking Funds PMS
State ___ Consultant ___ Plans Avail. ___ Yes ___ No

| | Not Required | Required | Mitigation Required | Mitigation/Plans | ALL CLEAR |
|---|---|---|---|---|---|
| **DOCUMENTS:** | | | | | |
| EIS | X | | | | |
| Negative Declaration | X | | | | |
| Project Assessment | X | | | | |
| Write-off Letter | | X | | | X |

Statewide Categorical Exclusion

| | | | | | |
|---|---|---|---|---|---|
| **PERMITS:** | | | | | |
| Division of State Lands | X | | | | |
| D.O.G.M.I. | X | | | | |
| Corps of Engineers | X | | | | |
| Coast Guard | X | | | | |
| Co. Conditional Use | X | | | | |
| NPS Air Pollution | X | | | | |
| NPS Water Pollution | X | | | | |
| **CULTURAL:** | | | | | |
| Cultural Survey | X | | | | |
| Cultural Salvage | X | | | | |
| **NOISE:** | | | | | |
| Noise Study | N | | | | |

U. S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

**LETTER OF APPROVAL AND/OR AUTHORIZATION**

FEDERAL AID PROJECT NO.: PMS-000S(96)

STATE PROJECT NO.: See below

FROM:
G. L. Green, Division Administrator
Salem, Oregon

PROGRAM NO.:

ITEM NO.: 90280

COUNTY NAME: Coos

PROGRAM STAGE (Check)

TO:

Mr. H. S. Coulter
State Highway Engineer, ODOT
Salem, Oregon

RECEIVED
STATE HWY ENGR
AUG 21 '79
REFER TO
FOR
Info | Invest | R/D | D/R | Sign | Act | File

8-21 brg

| DATE PS&E APPROVED | DATE AUTHORIZATION EFFECTIVE | FEDERAL ROUTE NUMBER | STATE ROUTE NUMBER |
|---|---|---|---|
| | 8-14-79 | Various | City Streets |

GENERAL LOCATION:
Coquille and Myrtle Point Pavement Marking Project

GENERAL DESCRIPTION OF WORK:
Preliminary Engineering

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
- ☐ LOCATION ONLY

PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
- ☒ PREPARATION

- ☐ OTHER (Specify)

- ☐ ACQUISITION OF RIGHT-OF-WAY
- ☐ CONSTRUCTION • ADVERTISE FOR RECEIPT OF BIDS
- ☐ CONSTRUCTION • PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Swan's letter of August 3, 1979, you are authorized to proceed with the work shown above at a TEC not to exceed $6,700.

| DATE | SIGNATURE OF APPROVING OFFICIAL | TITLE |
|---|---|---|
| 8-14-79 | | for Division Administrator |

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1978—721-016

1980 Libby Dr.-Tarheel Cr. Sec. 9157
of FAS A429 located S. of Coos Bay.
(Paving)

Smead
No. 2-152-5L

CHA 7048 8-27-79

Form 734-1191 (Rev. 5/77)

**OREGON STATE HIGHWAY DIVISION**

# REQUEST FOR OUTSIDE BILLING

(OR ADVICE OF CASH TRANSACTION)

| DATE | BILLING REQ. NO. | YOUR ORDER NO. |
|---|---|---|
| 11-10-81 | CC-81 - 65 | |

**BILL TO:** Code:

Coos County Bd. of Comm.

Courthouse

Coquille, OR 97423

Attn: Mr. Wesley Clark - Dir. of Public Works

**CREDIT DISTRIBUTION**

506-1960-297
506-1069-297

| DESCRIPTION: (Describe the service rendered, location, etc. Refer to agreements, letters and orders by which payer authorized the service.) | QUANTITY | UNIT PRICE | TOTAL PRICE |
|---|---|---|---|
| Final Billing: Libby-Tarheel Crk. Section. This is an FAS-C Project #RS-A429(1). | | | |
| County Advance Deposit $19,700.00<br>Less County's Share of Project Costs $19,026.35 | | | |
| REFUND DUE COUNTY $ 673.65 | | | |
| (Please send copy of itemized statement with billing.) | | | |

| | |
|---|---|
| Advance Deposit Amount | $ 19,700.00 |
| Advance Deposit Previously Transferred to Highway Fund | $ 13,700.00 |
| Balance | $ 6,000.00 |
| Transfer to Highway Fund | $ 5,326.35 |
| Refund Due | $ 673.65 |
| Partial or final request for billing | Final |
| Number of the previous request in connection with this service. | CC 2072 |

Amount Due . . . . . $

Submitted by:

Hal Reynolds
Hal Reynolds

Approved:

D.E. Swan
D.E. SWAN

SP*35736-734

**OREGON STATE HIGHWAY DIVISION**

**ITEMIZED STATEMENT OF FINAL COSTS** **DATE:** 11-10-81

COUNTY Coos **Contract No.** 9157 **Date Completed** 8-19-81

**PROJECT #** A 429 **Section** Libby-Tarheel Creek Section

**PAYMENTS TO CONTRACTOR**

| ITEM | | TOTAL COST |
|---|---|---|
| PE | | $ 2,490.53 |
| Federal Funds Collected | $ 2,194.39 | |
| Construction | | |
| Payment to Contractor (Fed. Part.) | | $312,193.58 |
| Engineering | | 6,376.33 |
| | | $318,569.91 |
| Interest paid to contractor (Non. Part.) | | $ 2.00 |
| Construction Engineering | | 97.59 |
| | | $ 99.59 |
| Federal Funds Collected | $280,914.95 | |

County Share of Costs:

1/2($2490.53-$2194.39+$318,569.91-$280,914.95+$97.59)+$2.00 = $19,026.35

| | |
|---|---|
| County Advance Deposit | $19,700.00 |
| County Share of Costs | 19,026.35 |
| REFUND DUE COUNTY | $ 673.65 |

**Reference: Billing Form** CC-81-65

FORM 734-1745

MEMORANDUM

U.S. DEPARTMENT OF TRANSPORTATIO..
FEDERAL HIGHWAY ADMINISTRATION

# FINAL VOUCHER FOR PAYMENT UNDER 23 U.S.C. 117

| | |
|---|---|
| D.O. VOUCHER NO. | |
| STATE VOUCHER NO. | |
| DATE | |
| FHWA SCHEDULE NO. | |
| PAID BY | |

Appropriation:

The United States, Dr., TO Treasurer of the State of Oregon

Address Capitol bldg. - Salem, OR 97310

| | |
|---|---|
| STATE Oregon | FEDERAL AID PROJECT NO. FS-I-429(1) |
| PROGRAM APPROVED | VOUCHER PERIOD From: 4/22/80 To: 4/17/81 |

FINANCIAL DATA

| TOTAL ACTUAL COST | TOTAL PARTICIPATING COST | PRO-RATA OF PARTICIPATING COST CLAIMED FROM U.S. | TOTAL AMOUNT CLAIMED FROM U.S. | LESS PREVIOUS PAYMENTS | NET AMOUNT CLAIMED |
|---|---|---|---|---|---|
| | | | | | |
| $321,134.22 | $321,060.44 | 63.18% | $203,111.10 | $203,111.10 | $ 0.00 |

| | DATE | BY |
|---|---|---|
| RECEIVED IN FHWA DIVISION OFFICE | | |
| FHWA REVIEW PERFORMED | | |
| PASSED FOR PAYMENT | | Oregon |
| FORWARDED BY FHWA DIVISION OFFICE | | 5/6/81 V.E. Skoog, Controller |

0.00

Form FHWA-1447A (4-78) PREVIOUS EDITIONS ARE OBSOLETE

STATEMENT OF COSTS INCURRED UNDER PROJECT AGREEMENT

| ITEM NO. | ITEM | QUANTITY | UNIT | UNIT PRICE | AMOUNT | NOTATIONS *(Payee must not use this column)* |
|---|---|---|---|---|---|---|
| | Libby Drive-Tarheel Creek Section<br>FAS A429 Coss County | | | | | |
| | Preliminary Engineering<br>Type Code P.E.<br>State | All Required | | | $ 2,490.53 | |
| | Construction<br>Type Code 6201<br>Paving (Sta. 46+92 thru Equa. 165+14.40=55+60.58 To Sta. 9+17)<br>Final Contract Payment Summary | Lump Sum | | | 312,193.58 | |
| | Construction Engineering<br>State | All Required | | | 6,376.33 | |
| | Total Participating Cost | | | | $321,060.44 | |
| | Nonparticipating Cost | | | | | |
| | Interest on Final Payments | All Required | | | 2.00 | |
| | Construction Engineering | All Required | | | 71.78 | |
| | Total Nonparticipating Cost | | | | $ 73.78 | |
| | Total Project Costs | | | | $321,134.22 | |
| | Prepared based on Participating Costs as shown on Federal Billing as of 8/13/81. | | | | | |
| | AMOUNT CARRIED FORWARD | | | | | |

| DESCRIPTION OF JOB OR DEPARTMENT | PREFIX | FUNCTION | GR | CURRENT MONTH | FISCAL YEAR TO DATE | GRAND TOTAL TO DATE | ACTIVE YRS BEG | ACTIVE YRS END |
|---|---|---|---|---|---|---|---|---|
| ROCK CREEK BRIDGES | CONT NO 9115 | FA PROJ NOS RS | 756001 100 | | | | STATE | |
| | 505 1093 | 201 | 00 P 1 | | 1,036.03CR | 578,433.45 | 80 | 81 |
| | 505 1093 | 201 | 00 N 1 | | | [illegible] | 81 | 81 |
| | 505 1093 | 204 | 00 P 1 | | 9,000.00 | 5,[illegible]CR | 80 | 81 |
| | 505 1093 | 296 | 00 N 9 | | | 575,[illegible]CR | 80 | 81 |
| | 505 1093 | 297 | 00 N 9 | | | 23,[illegible] | 80 | 80 |
| | 505 1093 | 298 | 00 N 9 | | | 551,[illegible] | 80 | 81 |
| | 505 1093 | 900 | 00 P 1 | 1.11 | 57.13 | 62,140.61 | 80 | 81 |
| | 505 1093 | 900 | 00 N 1 | | | 40.03 | 80 | 81 |
| | 505 1093 | 915 | 00 P 1 | | | 319.44 | 81 | 81 |
| | 505 1093 | 920 | 00 P 1 | | | 162.26 | 80 | 81 |
| | 505 1093 | 921 | 00 P 1 | | | 4.27 | 80 | 80 |
| | 505 1093 | 945 | 00 P 1 | 33.39 | 50.72 | 781.18 | 81 | 81 |
| | 505 1093 | 948 | 00 P 1 | | | 6.26 | 81 | 81 |
| | 505 1093 | 960 | 00 N 1 | | | 110.59 | 80 | 81 |
| | | TOT | P1 | 34.50 | 8,071.82 | 636,[illegible]47 | | |
| | | TOT | N1 | | | [illegible]62 | | |
| | | ** JOB TOTALS ** | | 34.50 ** | 8,071.82 ** | 637,[illegible]09 ** | | |
| LIBBY DR-TARHEEL CR | CONT NO 9157 * | FA PROJ NOS RS | 429001 100 | | | | STATE | |
| | 506 1069 | 201 | 00 P 1 | | | 312,193.58 | 80 | 80 |
| | 506 1069 | 206 | 00 P 1 | 2.00CR | 2.00CR | | 81 | 81 |
| | 506 1069 | 206 | 00 N 1 | | 2.00 | 2.00 | 80 | 81 |
| | 506 1069 | 296 | 00 N 9 | 159.75CR | 159.75CR | 294,[illegible]CR | 80 | 81 |
| | 506 1069 | 297 | 00 N 9 | | | 13,[illegible] | 80 | 80 |
| | 506 1069 | 298 | 00 N 9 | 159.75 | 159.75 | 20[illegible] | 81 | 81 |
| | 506 1069 | 900 | 00 P 1 | | | 6,211.93 | 80 | 81 |
| | 506 1069 | 900 | 10 N 1 | | | 71.78 | 80 | 80 |
| | 506 1069 | 920 | 00 P 1 | | | 77.04 | 80 | 80 |
| | 506 1069 | 945 | 00 P 1 | | | 11.76 | 81 | 81 |
| | 506 1069 | 948 | 00 P 1 | | 74.80 | 74.80 | 81 | 81 |
| | 506 1069 | 948 | 00 N 1 | 25.81 | 25.81 | [illegible] | 81 | 81 |
| | | TOT | P1 | 2.00CR | 72.80 | 318,[illegible] | | |
| | | TOT | N1 | 25.81 | 27.81 | [illegible] | | |
| | | ** JOB TOTALS ** | | 23.81 ** | 100.61 ** | 318,669.50 ** | | |
| OCHOCO HWY-OCHOCO RANGER STA | CONT NO 8942 * | FA PROJ NOS RS | 378002 100 | | | | STATE | |
| | 507 1046 | 201 | 00 P 1 | | | 595,[illegible]56 | 79 | 80 |
| | 507 1046 | 206 | 00 N 1 | | | [illegible]05 | 80 | 80 |
| | 507 1046 | 212 | 02 P 1 | | | 14,[illegible] | 80 | 80 |
| | 507 1046 | 270 | 01 P 1 | | | 2,[illegible]41 | 79 | 80 |
| | 507 1046 | 296 | 00 N 9 | | | 611,[illegible]CR | 79 | 81 |
| | 507 1046 | 297 | 00 N 9 | | | 31,[illegible] | 80 | 80 |
| | 507 1046 | 298 | 00 N 9 | | | 57[illegible]19 | 79 | 81 |
| | 507 1046 | 900 | 00 P 1 | | | 42,[illegible]55 | 79 | 80 |
| | 507 1046 | 900 | 00 N 1 | | | [illegible]3 | 79 | 80 |

| | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| | | 505 | 1934 | 923 | 00 P 1 | | | | | |
| | | | | TOT | P1 | | | | | 29,093.17 |
| | | | | ** JOB TOTALS ** | | | ** | ** | 29,093.17 | ** |
| LIBBY-TARHEEL CREEK | CONT NO | | * FA PROJ NOS RS 429001 100 | | | | | | | STATE |
| | | 506 | 1960 | 206 | 00 P 1 | 2.00 | | | | |

TOTAL TO DATE JOB COST SUMMARY — AUGUST 1981 — PAGE 561

| DESCRIPTION OF JOB OR DEPARTMENT | PREFIX | | FUNCTION | GR | CURRENT MONTH | FISCAL YEAR TO DATE | GRAND TOTAL |
|---|---|---|---|---|---|---|---|
| | 506 | 1960 | 296 | 00 N 9 | 66.95 | 66.95 | 2,[illegible]CR |
| | 506 | 1960 | 298 | 00 N 9 | 66.95CR | 66.95CR | 2,[illegible] |
| | 506 | 1960 | 901 | 00 P 1 | | | [illegible] |
| | 506 | 1960 | 905 | 00 P 1 | | | 1,3[illegible]1 |
| | 506 | 1960 | 910 | 00 P 1 | | | [illegible]2 |
| | 506 | 1960 | 920 | 00 P 1 | | 74.80CR | 1[illegible]1 |
| | 506 | 1960 | 921 | 00 P 1 | | | [illegible] |
| | 506 | 1960 | 922 | 00 P 1 | | | [illegible] |
| | | | TOT | P1 | 2.00 | 74.80CR | 2,4[illegible]3 |
| | | | ** JOB TOTALS ** | | 2.00 ** | 74.80CR** | 2,4[illegible]3 ** |
| S BANK CHETCO RIV RD | CONT NO | | * FA PROJ NOS RS 301001 100 | | | | STATE |
| | 503 | 1925 | 296 | 00 N 9 | 177.36 | 177.36 | 43,[illegible]CR |
| | 503 | 1925 | 297 | 00 N 9 | | | 1,4[illegible] |
| | 503 | 1925 | 298 | 00 N 9 | 177.36CR | 177.36CR | 43,[illegible]7 |
| | 503 | 1925 | 901 | 00 P 1 | | | 2[illegible] |
| | 503 | 1925 | 901 | 00 N 1 | 14.14 | 14.14 | [illegible] |
| | 503 | 1925 | 905 | 00 P 1 | 93.45CR | 93.45CR | 9[illegible] |
| | 503 | 1925 | 906 | 00 P 1 | | | 2[illegible] |
| | 503 | 1925 | 907 | 00 P 1 | | | [illegible] |
| | 503 | 1925 | 909 | 00 P 1 | | | [illegible] |
| | 503 | 1925 | 910 | 00 P 1 | | | 6[illegible] |
| | 503 | 1925 | 911 | 00 P 1 | | | 1[illegible] |
| | 503 | 1925 | 913 | 00 P 1 | | | [illegible] |
| | 503 | 1925 | 914 | 00 P 1 | | | [illegible] |
| | 503 | 1925 | 918 | 00 P 1 | | | [illegible] |
| | 503 | 1925 | 920 | 00 P 1 | 62.67CR | 62.67CR | [illegible] |
| | 503 | 1925 | 921 | 00 P 1 | 50.64CR | 50.64CR | 1,[illegible] |
| | 503 | 1925 | 922 | 00 P 1 | | | [illegible] |
| | 503 | 1925 | 923 | 00 P 1 | | | 1[illegible] |
| | 503 | 1925 | 926 | 00 P 1 | | | [illegible] |
| | 508 | 1925 | 960 | 00 P 1 | | | 1[illegible] |
| | | | TOT | P1 | 206.76CR | 206.76CR | 49,[illegible] |
| | | | TOT | N1 | 14.14 | 14.14 | [illegible] |
| | | | ** JOB TOTALS ** | | 192.62CR** | 192.62CR** | 49,[illegible]3 ** |
| DESCHUTES R(GEN PATCH)BR | CONT NO | | FA PROJ NOS RS 345002 100 | | | | STATE |
| | 509 | 1910 | [illegible] | 00 N 9 | 2,003.22CR | 5,096.91CR | 27,[illegible]CR |

REPORT OF ACTION UNDER DELEGATED AUTHORITY BY

ASSISTANT STATE HIGHWAY ENGINEER

On behalf of the Commission and under authority delegated to me to accept contracts completed according to specifications, I accepted the following:

| Contractor and Contract No. | Section and County | Acceptance Date |
|---|---|---|
| Wildish Corvallis Construction Co. No. 9011 | Talbot Rd.-Santiam River (Jefferson) Marion County | October 9, 1980 |
| Willamette-Western Corp. No. 8998 | Haines Rd.-Molalla River (Canby) Clackamas County | October 13, 1980 |
| Western Bridge, Inc. No. 9126 | Ames Creek (Sweet Home) Linn County | October 15, 1980 |
| Peter Kiewit Sons' Co. No. 8959 | Lexington-Bombing Range Road & Lexington-Pieper Canyon Road Morrow County | October 17, 1980 |
| Fabricators, Inc. No. 9157 | Libby Drive-Tarheel Creek Coos County | October 17, 1980 |
| Hensel Phelps Const. Co. No. 8795 | UPRR 2nd St. O'Xing (LaGrande) Union County | October 23, 1980 |
| Hamilton Electric, Inc. No. 8940 | Halsey St. @ 223rd Ave. (Fairview) Multnomah County | October 23, 1980 |
| Hamilton Electric, Inc. No. 8837 | Pac. Hwy. W. @ McDonald St.(Tigard) Washington County | October 23, 1980 |
| Traffic Marking Spec. No. 9156 | Coquille & Myrtle Point Pavement Marking Coos County | October 24, 1980 |
| Hoberg Const., Inc. No. 9128 | N. Tigard Intchge.-SW Beef Bend Rd. (Tigard) Washington County | October 27, 1980 |
| Bracelin-Yeager Excav. & Trucking No. 9137 | Newmark Ave.-Ocean Blvd. (Coos Bay) Coos County | October 27, 1980 |
| Gervais Const. Co. No. 8817 | Silver Falls State Park Marion County | October 30, 1980 |
| C.W. McCallen Const. Co. No. 9124 | Ferguson Rd.-Tekampe Rd. Deschutes County | October 30, 1980 |
| Baker Redi-Mix, Inc. No. 9139 | UPRR X'ing-LaGrande/Baker Hwy. (Baker) Baker County | October 30, 1980 |

| Contractor and Contract No. | Section and County | Acceptance Date |
|---|---|---|
| Douglas S. Coats Const. No. 9071 | UPRR/Burnt River (Huntington) Br. Baker County | October 30, 1980 |
| Baker Redi-Mix, Inc. No. 9171 | Forest Boundary-North Powder River Baker County | October 30, 1980 |

November 10, 1980

C. T. Keasey
Asst. State Highway Engineer

October 22, 1980

Industrial Indemnity Company
421 S.W. 6th Avenue
Portland, OR 97204

CON 5
#9157

Gentlemen:

Contract No. 9157 awarded to Fabricators, Incorporated for paving the Libby Drive-Tarheel Creek Section on FAS A429 in Coos County was completed on September 19, 1980, and accepted by the State Highway Division on October 17, 1980.

Final payment in the amount of $500 will be released to the contractor after October 27, 1980. The total contract amount is $312,193.56 and no work was performed under force account.

No claims for labor or material have been filed with us against the performance bond on this contract.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

kkr

cc: Fabricators, Incorporated
2705 Lancaster Drive N.E.
Salem, OR 97303

bc: C. T. Keasey
Walt Hart
V. E. Skoog (Attn: Dick Hacek)
Alfred Shirley

~~FAS A429~~

# N A R R A T I V E  R E P O R T

Libby Drive - Tarheel Creek Sec.

FAS A429

Coos County

F.A.P. RS-A429(1)
Contract No. 9157
Prefix: 506-1069

This project consisted of preparation of an existing gravel roadbed, paving two lanes of roadbed and installing guard rail ar various locations.

The work began on July 7, 1980 and continued until the project was completed on August 19, 1980. 75 Calendar Days were set up for the project but only 36 calendar days were used to do the work.

At the preconstruction conference, we decided to pave a 25-foot roadbed instead of the 24-foot roadbed shown on the plans. By placing a 13-foot pull and then a 12-foot pull, we were able to use 12½-foot pulls on the top lift to prevent a stacked meet line. The County also requested that we widen an extra foot on the inside of the sharper curves. This was done during the placement of the asphalt pavement.

One price agreement was written, which covered the use of an asphalt additive, on the top lift of the A. C. This additive was used because we were using a mix design from another project, ( this project called for a commercial mix) which recommended the use of 0.2% sucon anti strip additive, with Douglas AR-4000, on the wearing coarse. This mix design was used since we were using the same plant and the same aggregates as was used for mix design shown on Lab No. 80-5925.

We also determined that the project was 3.3 miles in length rather than 3.12 miles, as shown on the plans. We did not chain this distance, but three different tripmasters were used and they all agreed to 3.3 miles.

The work progressed at a good pace with the guard rail taking more time than the paving.

No penalties or claims are anticipated for this project.

F. D. Morrison, Res. Engr.

1 ✓
2
AS COPY

STATEMENT OF CLAIMS AND ADJUSTMENTS

PROJECT: Libby Drive - Tarheel Creek Section
HIGHWAY: FAS A429
COUNTY : Coos

CONTRACT No.: 9157
INDEX : 506-1069
F.A. No. : FS-A429(1)

| Item No. | Item | Unit | Original | Semi-Final | (% + or - ) |
|---|---|---|---|---|---|
| | Bid Items | $ | 285,465.00 | 311,225.70 | + 9.% |
| | Anticipated Items | | 1,000.00 | 0.00 | - 100.% |
| | Contingencies | | 12,890.93 | 982.88 | |
| | Engineering | | 25,781.85 | 7,255.00 | - 72.% |
| | TOTALS | | 325,137.78 | 319,463.58 | - 1.7% |

All substantial changes were evaluated and only those listed below meaningfully affected the total project costs.

003 TEMPORARY LINES — Sq. Ft. — 230 — 356 — + 54.%
The contractor paved one lane throughout the length of the project so using "Abrupt Edge" and " Do Not Pass" on ½ mile spacing required 12 each of these signs which would account for the overrun.

007 WATERING — M.GAL — 120 — 78 — - 35.%
The contractor completed the dumping & reconditioning of the old roadbed in three days and only required the amount of water used.

009 CLASS B ASPHALT CONCRETE — Ton — 9850 — 10,979.00 — + 11.4%
The length of the project using the county beginning and ending station points was 3.
miles instead of 3.12 miles. Also the width of the pavement was 25 feet instead of 24
feet as shown. This width gave centerline joint an offset from top and bottom lifts.
Also at the counties request an addition foot was added on the inside of the sharpest
curves on the project.

P.A.L ASPHALT ADDITIVE — Ton — 0 — 24.5.72 — +[illegible]%
The contractor used the mix design for the Bunker-Hill - Davis Slough & Coquille - Glen
Aiken Creek Section which called for the additive to be used on the top lift of A.C. The
County felt that this additive would give them a better finished product so the contractor
was instructed to furnish additive in the top list on this project also.

FORM 734-3001

# FIELD ENGINEER'S WEEKLY REPORT

OREGON STATE HIGHWAY DIVISION

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

| | | |
|---|---|---|
| SECTION: Libby Drive - Tarheel Cr. | | WEEK ENDING: Sept. 6, 1980 |
| | | SECTION PREFIX: 506-1069 |
| HIGHWAY: Fas A429 | | COUNTY: Coos |
| NAME OF JOB: Libby Drive - Tarheel Creek | KIND OF WORK: Paving | |
| CONTRACTOR: Fabricators, Inc. | CONTRACT NUMBER: 9157 | FEDERAL AID PROJECT NUMBER: RS-A429(1) |
| DATE OF CONTRACT: July 1, 1980 | DATE WORK STARTED: July 7, 1980 | ESTIMATED COMPLETION DATE: August 19, 1980 |
| AVERAGE FORCE ON PROJECT FOR THE WEEK<br>MEN 0 SUPERVISION 0 | SPECIFIED WORK DAYS<br>SPECIFIED CALENDAR DAYS 75 | WORK DAYS USED<br>CALENDAR DAYS USED 33 |
| PROJECT AUTHORIZATION: $ 325,137.78 | SPECIFIED COMPLETION DATE | PERCENT OF TIME ELAPSED: 44 |
| EXCLUSIVE OF ENGINEERING: $ 299,355.93 | ENGINEERING AUTHORIZATION $ 25,781.85 | PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100 |
| ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 312,208.58 | ENGINEERING COST TO DATE $ 5,500.00 | PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 98 |
| ESTIMATED PERCENT OVERRUN / ~~UNDERRUN~~: + 4.3 % | PERCENT OF AUTHORIZATION: 21 % | DATE PROJECT WAS COMPLETED: August 19, 1980 |

## ESTIMATED PERCENT COMPLETE (ROADWORK)

| CLEARING | DRAINAGE | GRADING | BASE | OIL AND/OR PAVE. | MAT'L. PROD | | |
|---|---|---|---|---|---|---|---|
| | | | | | | | |

| | GRADING | SURFACING | MAINTENANCE MATERIALS | OIL & BITUMINOUS MACADAM | PAVING |
|---|---|---|---|---|---|
| MILES IN PROJECT | | | | | 3.12 |
| MILES PARTIALLY COMPLETED | | | | | 3.12 |
| MILES COMPLETED | | | | | 3.12 |
| TOTAL ESTIMATED QUANTITIES (CONTRACT) | | | | | 9650 |
| TOTAL QUANTITIES CORRECTED TO DATE | | | | | 10969 |
| ESTIMATED QUANTITIES MOVED OR PLACED TO DATE | | | | | 10969 |
| AVERAGE DAILY QUANTITIES | | | | | |
| AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME | | | | | |
| NUMBER OF SHIFTS PER DAY | | | | | |
| HOURS PER SHIFT | | | | | |

EQUIPMENT USED DURING THE WEEK: None

## ESTIMATED PERCENT COMPLETE (STRUCTURES)

| BRIDGE NO. | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| PERCENT | | | | | | | | |

| | WEATHER | WORK DAYS CHARGED | HOURS DELAY | CAUSE OF DELAY |
|---|---|---|---|---|
| SUNDAY 31 | Fair | 0 | | |
| MONDAY 1 | Showers | 0 | | |
| TUESDAY 2 | Fair | 0 | | |
| WEDNESDAY 3 | " | 0 | | |
| THURSDAY 4 | " | 0 | | |
| FRIDAY 5 | " | 0 | | |
| SATURDAY 6 | | | | |

| GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK | |
|---|---|
| SUNDAY 31 | No work. |
| 1 MONDAY | No work this week. |
| 2 TUESDAY | |
| 3 WEDNESDAY | |
| 4 THURSDAY | |
| 5 FRIDAY | |
| SATURDAY 6 | |

**REMARKS**

Semi-final estimate and records mailed to Roseburg on September 5, 1980.

Last Weekly Report

SIGNED H. D. Morris LOCATION Coquille

PRIME RESIDENT SUBMIT 2 COPIES WHEN BRIDGES AND GRADING BOTH ARE INVOLVED SUBMIT 3 COPIES

SP*F216

STATE COPY

OMB No. 04-R2089

| TO BE COMPLETED BY FHWA<br>MONTHLY TRANSACTION NO.<br>5-86 | U. S. DEPARTMENT OF TRANSPORTATION<br>FEDERAL HIGHWAY ADMINISTRATION<br><br>FEDERAL-AID PROJECT AGREEMENT | State<br>Oregon<br>County<br>Coos<br>Project No.<br>RS-A429(1) |
|---|---|---|

**The State, through its Highway Agency,** having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

Libby Drive-Tarheel Creek

| PROJECT CLASSIFICATION OR PHASE OF WORK | EFFECTIVE DATE OF AUTHORIZATION | APPROXIMATE LENGTH *(Miles)* |
|---|---|---|
| HIGHWAY PLANNING AND RESEARCH (HP & R) | | |
| PRELIMINARY ENGINEERING | 4-22-80 | 3.119 |
| RIGHTS-OF-WAY | | |
| CONSTRUCTION | 6-4-80 | 3.119 |
| OTHER *(Specify)* | | |

FUNDS Pro Rata 88.15%

| ESTIMATED TOTAL COST OF PROJECT | FEDERAL FUNDS |
|---|---|
| $ 328,002.00 | $ 289,132.00 |

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
*(Official name of Highway Agency)*

By _____
Asst. State Highway Engineer
*(Title)*

By XX For: H. S. Coulter
State Highway Engineer
*(Title)*

By _____
*(Title)*

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By _____
*(Division Administrator)*
For: G. L. Green

Date executed by Division Administrator 23 MR

Form PR-2 (Rev. 10 75) PREVIOUS EDITIONS ARE OBSOLETE

## AGREEMENT PROVISIONS

**1. RESPONSIBILITY FOR WORK**

a. Except for projects constructed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

b. With regard to projects performed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in accordance with the terms of its approved Certification, or exceptions thereto as may have been approved by the Federal Highway Administration.

**2. HIGHWAY PLANNING AND RESEARCH (HP&R) PROJECT.** The State highway agency will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

**3. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY.** In the event that actual construction of a road on this right-of-way is not undertaken by the close of the tenth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

**4. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES.** In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

**5. INTERSTATE SYSTEM PROJECT.** (a) The State highway agency will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway agency will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway agency will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

**6. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT.** (a) This project authorized pursuant to 23 U.S.C. 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway agency, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 U.S.C. 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

**7. STAGE CONSTRUCTION.** The State highway agency agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHTO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation..

**8. BOND ISSUE PROJECT.** Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 U.S.C. 122, for retiring maturities of the principal indebtednesss of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by 23 CFR Part 140, Subpart F, and Volume 1, Chapter 4, Section 8 of the Federal-Aid Highway Program Manual or the alternative State procedure set forth in the State's Certificate, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway agency for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

**9. SPECIAL HIGHWAY PLANNING AND RESEARCH PROJECT.** The State Highway agency hereby authorizes the Federal Highway Administration to charge the State's pro rata share of costs incurred against funds apportioned to the State under 23 U.S.C. 307 (c), as amended. In the event a project is financed with both Federal-aid funds and State matching funds, the State agrees to advance to The Federal Highway Administration the State matching funds for its share of the estimated cost. For a National Pooled Fund study, the State hereby assigns its responsibility for the work to the Federal Highway Administration. For an Intra-Regional Cooperative Study, the State hereby assigns its responsibility for the work to the lead State for the study.

**10. PARKING REGULATION AND TRAFFIC CONTROL.** The State highway agency will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the local unit of Government referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration, unless the State determines, and the Division Administrator concurs, that the local unit of Government has a functioning traffic engineering unit with the demonstrated ability to apply and maintain sound traffic operations and control.

Oregon State Highway Division
Salem, Oregon, July 2, 1980

Federal Aid Project
No. RS-A429(1)

Libby Drive-Tarheel Creek Section
FAS A429, Coos County

Project agreement estimate.

Type Code P.E.

| | | | |
|---|---|---|---|
| Preliminary Engineering | All Required | | $ 4,000.00 |

Type Code 6201
Paving (Sta. 46+92 thru Equa. 165+14.40 = 55+60.58 to Sta. 9+17)

| | | | |
|---|---|---|---|
| Mobilization | All Required | | $ 2,500.00 |
| Temporary Protection and Direction of Traffic | All Required | | 1,000.00 |
| Temporary Signs | 230 Sq.Ft. | 5.00 | 1,150.00 |
| Temporary Barricades | 2 Each | 80.00 | 160.00 |
| Flagmen | 240 Hour | 22.00 | 5,280.00 |
| Pilot Car | 100 Hour | 1.00 | 100.00 |
| Watering | 120 M-gal. | 10.00 | 1,200.00 |
| Reconditioning Old Roadbed | All Required | | 2,500.00 |
| Class "B" Asphalt Concrete | 9,850 Ton | 24.00 | 236,400.00 |
| Guard Rail, Type 2A | 2,275 Lin.Ft. | 13.00 | 29,575.00 |
| Guard Rail Anchors, Type 1 | 16 Each | 250.00 | 4,000.00 |
| Rail End Pieces, Type C | 16 Each | 100.00 | 1,600.00 |
| | Subtotal | | $285,465.00 |
| | Engineering | | 38,537.00 |
| | Total | | $324,002.00 |

Length of Roadway - - - - - 3.119 Miles
Cost of Roadway Per Mile - $103,880.09

Summary of Funds (88.15%)

| Description | Total Cost | Federal Funds | State Funds | County Funds |
|---|---|---|---|---|
| Preliminary Engineering | $ 4,000 | $ 3,526 | $ 237 | $ 237 |
| Roadway Paving | 324,002 | 285,606 | 19,198 | 19,198 |
| Total | $328,002 | $289,132 | $ 19,435 | $ 19,435 |

Group 1 100%
Contract No. 9157
Prefix 506-1960
Prefix 506-1069

VICTOR ATIYEH
GOVERNOR

*Department of Transportation*
# HIGHWAY DIVISION
Region 3
P.O. BOX 1128, ROSEBURG, OREGON 97470 PHONE [illegible] 440-3399

Coos County Board of Commissioners
P.O. Box 190
Coquille, OR 97423

June 30, 1980

In Reply Refer to
File No.: PRO 6

Dear Commissioners:

This will acknowledge receipt of check No. 18728 in the amount of $19,700. This amount is the required matching funds for the FASC project known as Libby - McLain Drive in Coos County.

By copy of this letter I am transmitting this check to Mr. Vernon Skoog, Controller for the Oregon State Highway Division.

Upon my receipt of this check I have notified our Project Management Section in Salem to award the paving contract for this project.

Cordially,

ALFRED SHIRLEY, JR.
Regional Engineer

[illegible]

By JACK AYRES
Regional Federal-Aid Engineer

ja/cp

cc: V. Skoog
D.H. Moehring
B.E. Brown
F. Morrison

PROJECT MANAGEMENT BRANCH
ASHE ☐ STE ☐
PLE ☐ RE ☐ PRE ☐
JUL 7 1980
REFERRED TO _____
FOR _____
FILE: PM FA LG.

Form 734-3122

June 27, 1980

COH 4

Coos County
Board of Commissioners
Courthouse
Coquille, Oregon 97423

Attn. Mr. Wesly Clark
Director of Public Works

Gentlemen:

On June 26, 1980 a satisfactory bid was received from Fabricators, Incorporated, 2735 Lancaster Drive N.E., Salem, Oregon 97305 for the Tarheel Creek-Libby Section on the McClain-Libby Drive, FAS-A423. The advance deposit based on the anticipated construction cost of their bid is as follows:

| | |
|---|---|
| Bid Items | $285,465.00 |
| Responsibilities for damages | $ 1,000.00 |
| 4 1/2% Contingencies | 12,890.92 |
| 9% Engineering | 25,781.85 |
| Est. Construction Cost | $325,137.77 |
| Est. State P.E. Costs | 2,700.00 |
| ESTIMATED PROJECT COST | $327,837.77 |

County's Share will be 6% of $327,837.77 = $19,670.26.

By rounding the County's Advance Deposit will be $19,700.00.

This project will be awarded upon receipt of your advance deposit, which should be in this office no later than July 18, 1980.

The attached sheet defines the three options for making your advance deposit. Please select the option you desire and submit your advance deposit in accordance with the instructions.

Very truly yours,

For D. E. Swan
Operation Programming Engineer

MR:pf

bcc w/AD # 795: Jack Ayres, Region 3 Federal Aid Engineer
Vern Skoog - Please return completed AD # 795 when check is received.

6-30-80 10:45 AM
Jack A... T... Cher...
TO ...

| INDEX OF SHEETS | |
|---|---|
| SHEET NO. | DESCRIPTION |
| 1 | Title Sheet |
| 2 | Typical Sections & Summary |
| | |
| | |
| | |

1-16-80

Temporary Ref. of Direction of Traffic
written in Space.

STATE OF O

# DEPARTMENT OF TR

## STATE HIGHWA

PLANS FOR PROPOSE

# LIBBY DRIVE - TARHE

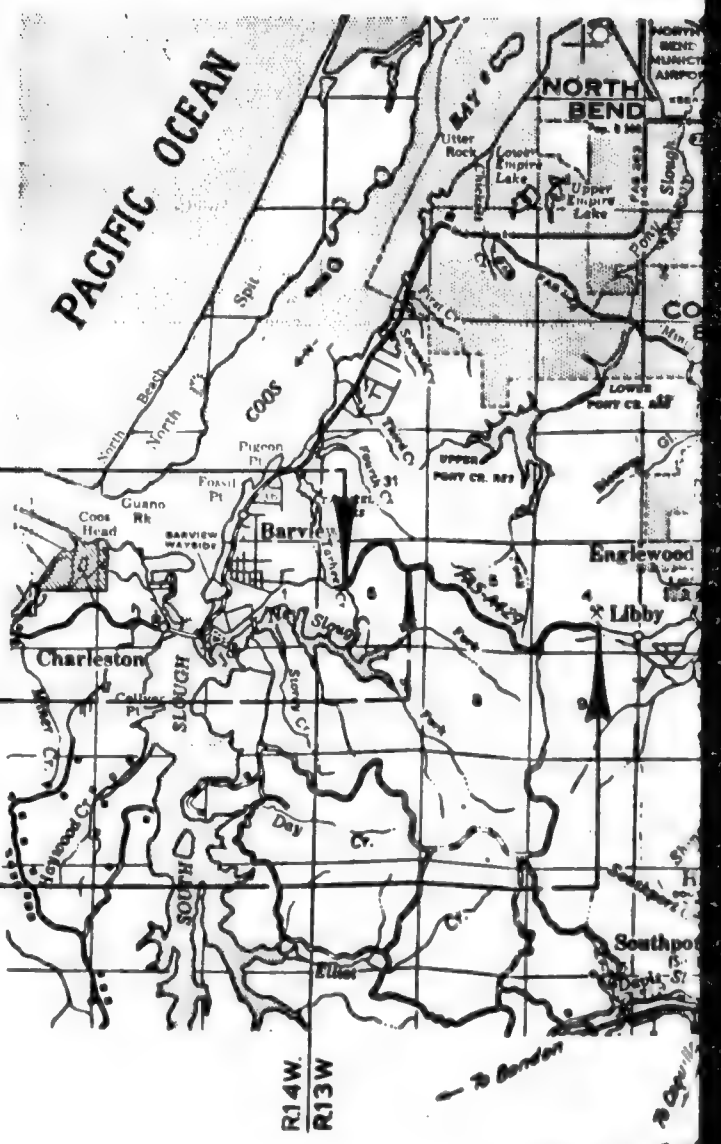
## FAS - A42

## COOS COUN

**END OF PROJECT**
**Sta. 9+17**

EQUA. Sta. 55+60.58 Ah.
Sta. 165+14.40 Bk.

**BEGINNING OF PROJECT**
**Sta. 46+92**




Sketch

Scale 0 1

| LIBBY DRIVE-TARHEEL CREEK SEC. FAS-A429 COOS COUNTY | | | | SHEET No. 1 |
|---|---|---|---|---|
| FED. ROAD Div. No. | STATE | PROJECT NUMBER | FISCAL YEAR | TOTAL SHEETS |
| 10 | OREGON | | | See Index |

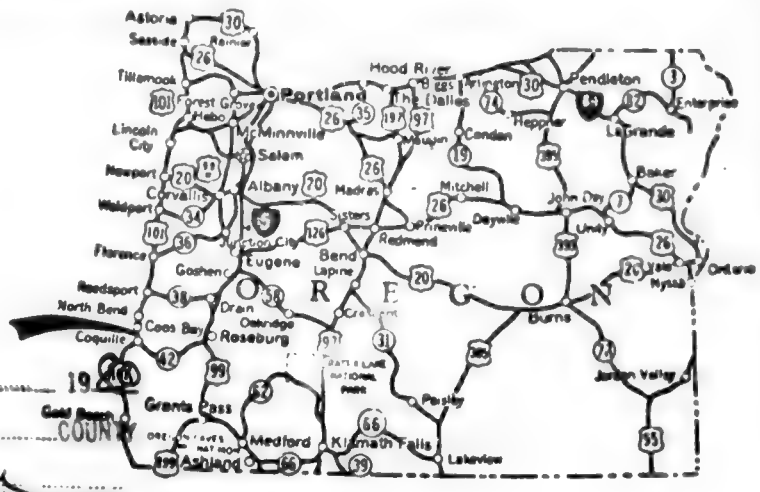
FAS (C)

PRELIMINARY COPY
MAY 2 2 1980
SUBJECT TO CHANGE
FINAL DESIGN UNIT

# OF OREGON
# OF TRANSPORTATION
## GHWAY DIVISION

OR PROPOSED PROJECT

# TARHEEL CREEK SEC.
## FAS - A429
## COOS COUNTY




APPROVED JUNE 16 19 80
BOARD OF COMMISSIONERS OF COUNTY
BY
COMMISSIONER
COMMISSIONER
COMMISSIONER

Sketch Map
Scale 0 1 2 Miles

PRELIMINARY COPY
SUBJECT TO CHANGE

REGISTERED PROFESSIONAL ENGINEER 4478 OREGON OCT 20 1959 H. S. COULTER

REGISTERED PROFESSIONAL ENGINEER 4052 OREGON MAY 13 1960 E. S. HUNTER

H S Coulter — STATE HIGHWAY ENGINEER

E S Hunter — ASSISTANT STATE HIGHWAY ENGINEER

OREGON TRANSPORTATION COMMISSION

| | |
|---|---|
| Anthony Yturri | CHAIRMAN |
| Tom Walsh | VICE CHAIRMAN |
| Gordon Coleman | COMMISSIONER |
| Peter J Brix | COMMISSIONER |
| Michael P Hollern | COMMISSIONER |
| Fred B Klaboe | DIRECTOR OF TRANSPORTATION |

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

APPROVED

DISTRICT ENGINEER — DATE

U. S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

**LETTER OF APPROVAL AND/OR AUTHORIZATION**

FEDERAL AID PROJECT NO.: RS-A429(1)

STATE PROJECT NO.: See below

FROM: G. L. Green, Division Administrator
FHWA - Oregon Division

PROGRAM NO.:

ITEM NO.: 00093

COUNTY NAME: Coos

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

TO:

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

RECEIVED
STATE HWY ENGR
JUN 11 '80
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

| DATE PS&E APPROVED | DATE AUTHORIZATION EFFECTIVE | FEDERAL ROUTE NUMBER |
|---|---|---|
| 6/4/80 | 6/4/80 | Secondary A429 |

STATE ROUTE NUMBER: County Road

GENERAL LOCATION:

Libby - Tarheel Creek Section

GENERAL DESCRIPTION OF WORK:

Pave and Guardrail

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY

☐ PRELIMINARY ENGINEERING FOR SURVEY AND PLAN PREPARATION

☒ OTHER (Specify) See Below

☐ ACQUISITION OF RIGHT-OF-WAY

☒ CONSTRUCTION - ADVERTISE FOR RECEIPT OF BIDS

☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Swan's letters of 5/30/80 and 6/2/80 you are now authorized to proceed with actions necessary to advance to completion the physical construction provided for by the above project at a total estimated cost of $455,000 Federal Funds $401,080 in accordance with the approved Certification Acceptance Plan. If you subsequently find that exceptions to the procedure will be needed or that your proposed design standards are lower than the minimum design as approved, this office should be notified of such proposed exceptions and reasons thereof.

I accept the certification of Mr. Rod Henry dated 5/29/80 that provisions of FHPM 7-5-1 have been complied with.

| DATE | SIGNATURE OF APPROVING OFFICIAL | TITLE |
|---|---|---|
| 6/4/80 | G. K. Hansen | for Division Administrator |

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U. S. GOVERNMENT PRINTING OFFICE: 1975—631-888

( GON STATE HIGHWAY DIVISION
117 DOT Building
Salem, Oregon 97310

Highway # 506

Prefix 506-1960

Attention: Right-of-Way Section

Subject: Federal Aid Project No. _____
Project Name Tarheel - Libby Section
McLain/Libby Dr. FAS-A429

Regarding the above referred to federal aid project, we hereby certify that to the best of our knowledge and belief:

A. Existing Right-of-Way

☐ 1. All construction can be accomplished completely within the existing right-of-way. This existing right-of-way was acquired prior to January 2, 1971.

B. New Right-of-Way

☒ 1. This project required additional right-of-way purchased after January 2, 1971. Right-of-way, easements, or rights-of-entry required for this project have been secured in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, and all incidental charges related to the transfer of property will be paid by the county in accordance with said Act.

☒ a. There has been no displacement of persons from residences, farms or businesses.

OR

☐ b. There has been displacement of persons from either residences, farms or businesses and in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, displaced persons, businesses, or farm operations have been provided relocation payments, if eligible, and relocation assistance. Displaced individuals or families have been relocated to decent, safe and sanitary housing or have been offered decent, safe, sanitary and fair housing immediately available on the open market.

C. Utilities

☒ 1. The occupancy and/or adjustment of existing utilities within the right-of-way of the above referred to federal aid project have been authorized by permit, franchise, or other approved procedure.

Signed at _____, Oregon, this _____ day of _____, 19__

County of _____

Certified By: _____
Regional Right-of-Way Supervisor
Date 6/2/80

_____
County Judge/Chairman

_____
Commissioner

_____
Commissioner

Instructions: Complete A or B and C.
R/W File No. _____

VICTOR ATIYEH
GOVERNOR

# *Department of Transportation*
## HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:
PRO 6-2

May 30, 1980

TO: G. L. Green, Division Administrator
Federal Highway Administration

Original Signed By
D. E. Swan

FROM: D. E. Swan
Operation Programming Engineer

SUBJECT: Construction Obligation
Item No. 00093
Project No. RS-A429(1)
Libby-Tarheel Cr. Sec.
Coos County

It is the Oregon State Highway Division's present intention to receive bids for this project on June 26, 1980.

I request authorization to proceed with actions necessary to advance the physical construction provided for by the project at an estimated total cost of $455,000 with an obligation of $401,080 in Federal funds.

Funds for this project are available from obligation released on other projects by final voucher submission and other actions.

JLG:bke

cc: H. Reynoldson

Form 734-3122

Section Libby Drive - Wheel Creek  Program Estimate $ _____

Highway FAS A429  Project Length 3 1/2 mi

County Coos  Completion Time 75 calendar days

Kind of Work Paving  Est. Comp. Date 10-10-80

Prefix 506-1960  Letting Date 6-26-80  Project No. 25-A429(1)

## ESTIMATED CONSTRUCTION AUTHORIZATION

:act Amount . . . . . $ 400,343 50

| ROUTING SLIP—DEPT. OF TRANSPORTATION | Date: 5-27-80 |
|---|---|

| | | |
|---|---|---|
| Director | General Files | Public Affairs |
| Chief of Operations | General Services (DOT) | Public Transit |
| Asst. Dir.-Administration | Information Systems (Lana Ave.) | Radio |
| Asst. Dir.-Transportation Policy & Program Develop. | Labor Relations | Right of Way |
| Accounting (Highway) | Landscape | Safety & Health Services |
| Administrative Services | Library | Sign Shop |
| Chief Counsel | Location | State Highway Engineer |
| Commission Services | Mail Room | Structures |
| Construction | Maintenance | Technical Services Engineer |
| Data Processing (Trans. Bldg.) | Materials & Research | Traffic Support Services |
| Employee Development | Motor Vehicles | Transportation Policy & Program Development |
| Engineering (Design) | Organization & Manpower Services | Travel Information |
| Environmental | Parks & Recreation | Utilities |
| Equipment Shops & Storeroom | Permits & Weighmaster | Metropolitan |
| Finance (DOT) | Personnel Operations | Region Number 3 |
| FHWA | Photocopy | District Number |
| | Proj. Mgmt. & Operations Planning | |

ATTENTION: Jack Ayers

FROM: Proj. Mgt.

COMMENTS: Please inform the county and let us know the county's response

Form 731-0022 (7/78)  SP*70682-734

TO Hal

DATE 5/29  TIME 4:45

**WHILE YOU WERE OUT**

Jack Ayer  CALLED

OF Reg. 3

PHONE

| | | | |
|---|---|---|---|
| TELEPHONED | X | IN PERSON TO SEE YOU | |
| PLEASE CALL | | WANTS TO SEE YOU | |
| WILL CALL AGAIN | | RETURNED YOUR CALL | |

MESSAGE Coos County Estimate to ~~Libby~~ Libby Road is acceptable

TAKEN BY BK

FORM 81-125-1619

Contingencies (4-1/2%) . . . . . .

Engineering (8, 9, 10%) . . . . . Subtotal $

Credit for _____ . . . . . .

Estimated Net Authorization, Construction . . . . . $ 455,524 88

Est. State PE. Costs 2,700.00

APPROVED Est. Project Cost $ 458,224 88

Est. County Share is 6% of $458,224.88 = $27,493 42

_____

Section Libby Drive - Trout Creek  Program Estimate $ _____

Highway FAS, A429  Project Length 3.12 mi

County Coos  Completion Time 75 calendar days

Kind of Work Paving  Est. Comp. Date 10-10-80

Prefix 506-1960  Letting Date 6-26-80  Project No. FS-A429(1)

## ESTIMATED CONSTRUCTION AUTHORIZATION

Estimated Contract Amount . . . . . $ 400,343.50

Anticipated Additional Items:

| | | |
|---|---|---|
| Royalty Payment | | |
| Permit Fees | | |
| Slide Correction | | |
| Railroad Protective Costs | | |
| Other Railroad Costs | | |
| Permanent Signing | | |
| Permanent Pavement Striping | | |
| Temporary Pavement Striping | | |
| Remove Pavement Striping (Exist. & Temp.) | | |
| Temporary Erosion Control | | |
| State Furnished _____ | | |
| Roadside Seeding & Mulching | | |
| Asphalt Cement Adjustment | | |
| On the Job Trainees | | |
| State Responsibility for Damages | 1,000- | |
| Signal Controller Testing (Engineering) | | |
| Bikeway Signs | | |
| Furnish Mailbox Posts | | |
| Adjust Utilities: | | |
| _____ | | |
| _____ | | |
| _____ | | |
| _____ | | |
| _____ | | |
| | | $ 1,000 |

Subtotal $ 401,343.50

Contingencies (4-1/2%) . . . . . 18,060.46

Engineering (8, 9, 10%) . . . . . 36,120.92

Subtotal $

Credit for _____ . . . . . _____

Estimated Net Authorization, Construction . . . . . $ 455,524.88

Est. State PE. Costs 2,700.00

APPROVED Est. Project Cost $ 458,224.88

Est. County Share is 6% of $458,224.88 = $27,493.49

_____

OREGON STATE HIGHWAY DIVISION

S[illegible]--BID SCHEDULE--COST ESTIMA

Sheet 1 of 1

Date 5-22-80

ction Libby Drive - Tarheel Creek County Coos

ind Of Work Paving Length 3.12mi Name Galloway

RECEIVED
COST ANALYSIS
MAY 23 1980
☐ CE ☐ CLS ☐ CAS ☐ CT

5-23-80

| Item | Code | Unit | Quant. | Unit Cost | Total |
|---|---|---|---|---|---|
| Mobilization | | Lump Sum | All | (6%) | 22,700 |
| Temporary Protection And Direction Of Traffic | | Lump Sum | All | — | 3,660 |
| Temporary Signs | | Sq Ft. | 230 | 6 00 | 1,380 |
| Temporary Barricades | | Each | 2 | 125 | 250 |
| Flagmen | | Hr. | 240 | 21 00 | 5,040 |
| Pilot Car | | Hr. | 100 | 25 00 | 2500 |
| | | | | | |
| ROADWORK | | | | | |
| Watering | | M-Gal. | 120 | 15 00 | 1,800 |
| Reconditioning Old Roadbed | | Lump Sum | All | — | 3,200 00 |
| Class "B" Asphalt Concrete | | Ton | 9,850 | 32 50 | 320,125 |
| Guard Rail Type 2A | | Lin. Ft. | 2275 | 13 50 | 30,712 50 |
| Guard Rail Anchors, Type I | | Each | 16 | 385 00 | 6,160 |
| Rail End Pieces, Type C | | Each | 16 | 176 00 | 2,816 |
| | | | | | 400,343 50 |

FAS A429

# ENVIRONMENTAL REVIEW CHECKLIST

ALL CLEAR 5 12 80
Donald L Rout

June 26, 1980 Bid Letting _____ All Clear Deadline

SECTION Libby Drive-Tarheel Creek
Highway FAS A429
County Coos Region 3
Type of Work _____ Funds FAS-C
State ___ Consultant ___ Plans Avail. ___ Yes ___ No

| | Not Required | Required | Mitigation Required | Mitigation/Plans | ALL CLEAR |
|---|---|---|---|---|---|
| **DOCUMENTS:** | | | | | |
| EIS | X | | | | |
| Negative Declaration | X | | | | |
| Project Assessment | X | | | | |
| Write-off Letter | X | | | | |

Class 3 Non-Major

| | | | | | |
|---|---|---|---|---|---|
| **PERMITS:** | | | | | |
| Division of State Lands | X | | | | |
| D.O.G.M.I. | X | | | | |
| Corps of Engineers | X | | | | |
| Coast Guard | X | | | | |
| Co. Conditional Use | X | | | | |
| NPS Air Pollution | X | | | | |
| NPS Water Pollution | X | | | | |
| **CULTURAL:** | | | | | |
| Cultural Survey | X | | | | N |
| Cultural Salvage | X | | | | N |
| **NOISE:** | | | | | |
| Noise Study | | | | | N |

NOTE: SHADED AREAS TO BE COMPLETED IN SALEM OFFICE

# LOCATION PROSPECTUS
## OREGON DEPARTMENT OF TRANSPORTATION
## LOCATION UNIT

FAS #429

DATE

PREFIX

## 1 - IDENTIFICATION

PROJECT NAME: Libby-Tarheel Cr.

HIGHWAY NAME: FAS #A429 McLain-Libby Drive

HIGHWAY NUMBER: A 429

| REGION | ADMINISTRATIVE DISTRICT | COUNTY | CITY |
|---|---|---|---|
| 3 | 7 | Coos | |

| LENGTH | MILEPOST NUMBER | | |
|---|---|---|---|
| 3.12 | TO | [X] RURAL | [ ] URBAN |

LOCAL GOVERNMENT PROJECT? [X] YES [ ] NO

IF YES, UNIT OF GOVERNMENT: Coos County

TYPE OF FUNDS: [ ] FAI [ ] FAP [X] FAS [ ] STATE [ ] FAUS [ ] OTHER

METHOD OF CONSTRUCTION: [X] CONTRACT [ ] STATE FORCE [ ] OTHER

TYPE OF WORK: [ ] GRADING [X] PAVING [ ] STRUCTURE [ ] SIGN [ ] SIGNAL [ ] ILLUMINATION [ ] ROADSIDE IMPROVEMENT [X] OTHER guard rail

PROJECT DESCRIPTION

Pave over prepared aggregate base and install guard rail per agreement.

1 Versteeg ✓
2 Chase
3 Gibson
Sullivan
Jensen
4 Wakefield

RECEIVED
ROAD DESIGN SECTION

## 2 - TRAFFIC DATA

| EXISTING AVERAGE DAILY TRAFFIC (YEAR-VOLUME) | PROJECTED AVERAGE DAILY TRAFFIC (YEAR-VOLUME) : |
|---|---|
| 1978 - 650 ADT | |

| | | A | B | C | D | E | F |
|---|---|---|---|---|---|---|---|
| LEVEL OF SERVICE | EXISTING | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] |
| | PROPOSED | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] |

| DESIGN SPEED (MPH) | DESIGN STANDARDS | TRAFFIC ANALYSIS | | |
|---|---|---|---|---|
| 35-40 | AASHTO | [X] LIGHT | [ ] MEDIUM | [ ] HEAVY |

Project is existing county road and does not confrom to Highway Division standards.

APPROVED
Frank E. Turpin
Location Engineer
Date 5/21/80

| 3 - FEATURES | EXISTING NUMBER AND WIDTH | PROPOSED NUMBER AND WIDTH |
|---|---|---|
| TRAVEL LANES | two @ 15' | * two @ 12' |
| SHOULDERS | - | * two @ 3' gravel |
| MEDIANS | - | — — — |
| PARKING LANES | - | — — — |
| SIDEWALKS | - | — — — |
| BIKEWAYS | - | — — — |
| INTERCHANGES | - | * FHWA Memo August 8, 1979 |
| OTHER: | - | approved 30' width |

| | YES | NO | MAYBE |
|---|---|---|---|
| Channelization | ☐ | ☒ | ☐ |
| Frontage Roads | ☐ | ☒ | ☐ |
| Traffic Signals | ☐ | ☒ | ☐ |
| Signing | ☐ | ☒ | ☐ |
| Illumination | ☐ | ☒ | ☐ |
| Structures | ☐ | ☒ | ☐ |
| Stage Construction | ☐ | ☒ | ☐ |
| Pedestrian Crossing | ☐ | ☒ | ☐ |
| Rest Area | ☐ | ☒ | ☐ |
| Truck Scale Site | ☐ | ☒ | ☐ |
| Landscaping | ☐ | ☒ | ☐ |
| Drainage | ☐ | ☒ | ☐ |
| River _____ | ☐ | ☒ | ☐ |
| Stream _____ | ☐ | ☒ | ☐ |
| Storm Sewer | ☐ | ☒ | ☐ |
| Sanitary Sewer | ☐ | ☒ | ☐ |
| Right of Way | ☐ | ☒ | ☐ |
| Simple Acquisition | ☐ | ☒ | ☐ |
| Complex Acquisition | ☐ | ☒ | ☐ |
| Relocations | ☐ | ☒ | ☐ |

| | YES | NO | MAYBE |
|---|---|---|---|
| Right of Way (cont.) Improvements | ☐ | ☒ | ☐ |
| Access Control | ☐ | ☒ | ☐ |
| Railroad Crossing | ☐ | ☒ | ☐ |
| At Grade | ☐ | ☒ | ☐ |
| Separated | ☐ | ☒ | ☐ |
| Railroad Encroachment | ☐ | ☒ | ☐ |
| Permits | ☐ | ☒ | ☐ |
| Conditional Use | ☐ | ☒ | ☐ |
| Flood Plain | ☐ | ☒ | ☐ |
| Irrigation District | ☐ | ☒ | ☐ |
| Water District | ☐ | ☒ | ☐ |
| Drainage District | ☐ | ☒ | ☐ |
| Div. of State Lands | ☐ | ☒ | ☐ |
| Dept. of Geology & Min. Ind. | ☐ | ☒ | ☐ |
| Corps of Engineers | ☐ | ☒ | ☐ |
| Coast Guard | ☐ | ☒ | ☐ |
| DEQ NPS Air Pollution | ☐ | ☒ | ☐ |
| DEQ NPS Water Pollution | ☐ | ☒ | ☐ |
| Building | ☐ | ☒ | ☐ |
| Fish & Wildlife Approval | ☐ | ☒ | ☐ |

APPROVED

## 3 - FEATURES (cont.)

| | Y | NO | MAYBE |
|---|---|---|---|
| Agreements (City-County Etc.) | X | | |
| Environmental Assessment | | X | |
| Statewide Assessment | | | X |
| Negative Declaration | | X | |
| Environmental Impact Statement | | X | |
| 4-F Statement | | X | |
| Citizen Advisory Committee | | X | |
| Public Hearing _____ | | X | |
| Borrow Source | | X | |
| Material Source | | X | |
| Utilities | | X | |

Type _____

| | YES | NO | MAYBE |
|---|---|---|---|
| Hydraulics Study | | X | |
| Soils Investigation | X | | |
| Airport Clearance | | X | |
| Economic Analysis | | X | |
| Requires Field Survey | X | | |
| Old Survey Available | | | X |
| Requires Vicinity Map | | X | |
| Requires Photogrammetry | | X | |
| Requires Reconnaissance Survey | | X | |
| Reconnaissance Available | | X | |
| Design Review | X | | |

## 4 - WORK ITEMS

| | TO BE PERFORMED BY APPLICANT | STATE | CONSULTANT |
|---|---|---|---|
| PRELIMINARY ENGINEERING | X | | |
| RIGHT-OF-WAY N/A | | | |
| CONSTRUCTION ENGINEERING | | X | |

## 5 - DURATION TIMES (MONTHS)

| | FLOAT | ACTIVE |
|---|---|---|
| RECONNAISSANCE SURVEY | ( ) | N/A |
| DRAFT ENVIRONMENTAL IMPACT STATEMENT | ( ) | N/A |
| CORRIDOR APPROVAL | ( ) | N/A |
| FIELD SURVEY | ( ) | 0 |
| PRELIMINARY DESIGN | ( ) | N/A |
| DESIGN APPROVAL/FINAL EIS | ( ) | N/A |
| RIGHT-OF-WAY DESCRIPTIONS | ( ) | N/A |
| RIGHT-OF-WAY ACQUISITION | ( ) | N/A |
| P.S. & E. DOCUMENTS | ( ) | 3 |

RECOMMENDED CONSTRUCTION DATE _____ (Region) _____ (Salem)

## 6 - SUGGESTED BASE DESIGN

| ITEM | NEW WORK | OVER EXISTING |
|---|---|---|
| Asphaltic Concrete | 4" | |

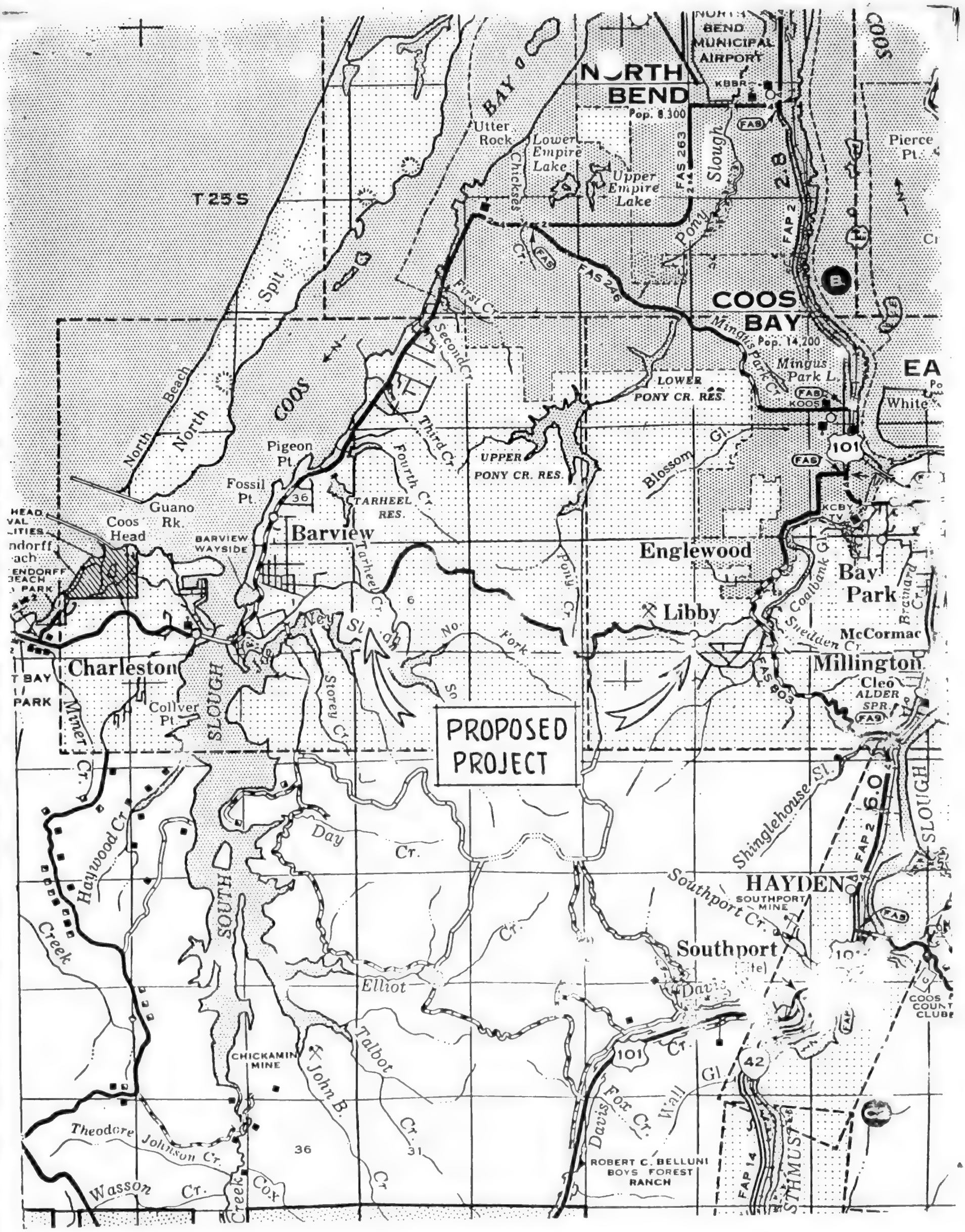
## 7 - TYPICAL SECTION AND LOCATION

Attach 8½ x 11 inch sheets for general location map and typical section (roadway & structure).

## 8 - PROJECT COST ESTIMATES

| | REGION | SALEM |
|---|---|---|
| PRELIMINARY ENGINEERING ..... | | $ 18,000 |
| RIGHT OF WAY ..... | | |
| TRAFFIC CONTROL ..... | | |
| ILLUMINATION ..... | | |
| STRUCTURES ..... | | |
| RAILROAD ..... | | |
| ROADWAY ..... | | 280,000 |
| OTHER _____ | | |
| ENGINEERING & CONTINGENCIES ..... | | |
| PROJECT TOTAL | | $ 298,000 |

SUBMITTED BY _____


NORTH BEND MUNICIPAL AIRPORT
KBBR
NORTH BEND
Pop. 8,300
BAY
Utter Rock
Lower Empire Lake
Upper Empire Lake
Chickses Ck.
FAS 263
Slough
FAS
FAP 2
Pierce Pt.
T25S
Spit
North Beach
North
COOS
Pony Ck.
FAS 246
First Ct.
Second Ct.
COOS BAY
Pop. 14,200
Mingus Park Ck.
Mingus Park L.
LOWER PONY CR. RES.
KOOS
White
Third Ct.
Fourth Ct.
UPPER PONY CR. RES.
Blossom Gl.
101
Pigeon Pt.
Fossil Pt.
36
TARHEEL RES.
Guano Rk.
Coos Head
BARVIEW WAYSIDE
Barview
Tarheel Ck.
Englewood
KCBY TV
Bay Park
Coalbank Gl.
Libby
Sweetser Ck.
McCormac
Millington
Cleo
ALDER SPR
FAS 803
Charleston
Miner Ck.
Collver Pt.
SLOUGH
Storey Ck.
No. Fork
So.
Ney Slough
PROPOSED PROJECT
Shinglehouse Sl.
6.0
FAP 2
SLOUGH
Haywood Ck.
Day Ck.
HAYDEN
SOUTHPORT MINE
Southport Ck.
Southport
Creek
SOUTH
Elliot Ck.
Davis
COOS COUNTY CLUB
CHICKAMIN MINE
John B.
Talbot Ck.
101
42
Wall St.
Davis Fox Ck.
Theodore Johnson Ck.
36
31
ROBERT C. BELLUNI BOYS FOREST RANCH
Wasson Ck.
Cox Creek
FAP 14
ISTHMUS

U. S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

**LETTER OF APPROVAL AND/OR AUTHORIZATION**

FEDERAL AID PROJECT NO.: 3-A429(1)

STATE PROJECT NO.: See below

FROM: G. L. Green, Division Administrator
FHWA - Oregon Division

PROGRAM NO.:

ITEM NO.: 00093

COUNTY NAME: Coos

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

TO:

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

RECEIVED
STATE HWY ENG
APR 25 '80
REFER TO
Moehring
FOR

4/25
Orig

| DATE PS&E APPROVED | DATE AUTHORIZATION EFFECTIVE | FEDERAL ROUTE NUMBER | STATE ROUTE NUMBER |
|---|---|---|---|
| | 4/22/80 | Secondary A429 | County Road |

GENERAL LOCATION:

Libby - Tarheel Creek Section

GENERAL DESCRIPTION OF WORK:

Preliminary Engineering

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☒ PREPARATION
☐ OTHER *(Specify)*

☐ ACQUISITION OF RIGHT-OF-WAY
CONSTRUCTION - ADVERTISE FOR RECEIPT
☐ OF BIDS
☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Swan's letter of 4/7/80 you are authorized to proceed with the work shown above at a TEC of $18,000 with Federal participation limited to $15,886.

| DATE | SIGNATURE OF APPROVING OFFICIAL | TITLE |
|---|---|---|
| 4/22/80 | G. L. Green | for Division Administrator |

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1975 O-[illegible]

NARRATIVE REPORT

3/26/80

Mc Lain - Libby Drive County Road #184, FAS Route #429
Coos County Oregon

The work to be done consists of paving approximately 3.1 miles of McLain-Libby Drive, and the installation of 2,175 lineal feet of guard rail. The project is to be funded by the Federal Highway Administration, under secondary highway system, and has been designated FAS Route #429.

Beginning at engineers centerline station 46+92, and ending at engineers centerline station 9+17. Located in Sections 4, 5 and 6 of T.26S., R.13 WWM, Coos County, Oregon. Stationing being the same as previous surveys of this road.

Coos County has acquired the necessary right-of-way, constructed the subgrade, and placed approximately 8 inches of aggregate. Coos County has placed an additional 2 inch leveling course the length of the project.

The County will place shoulder rock after completion of the project, and stripe the centerline.

Asphalt is to be matched to existing asphalt mat at each end of the project.

The contractor is to furnish all aggregate used in asphalt. Coos County does not wish to have electronic controls used in laying the asphalt, normal procedures without electronics will be sufficient. There will not be a separate pay item for liquid asphalt on this project. Mixture should include the liquid asphalt. Incidental tack coat should beincluded in the bid price of asphalt mixture. County policy is to not pave driveway approaches.

Special mix design will not be necessary, as Coos County wishes to use a commercial mix, within state broad bands.

Contractor is to tight blade and roll the existing surface before paving.

Guard rail preferred by Coos County is type (2-A) with type (1) anchors, and type (B) end peices. County intends to provide layout for guard rail. There are locations that the guard rail could be tied into cut banks.

No field lab will be required for this project.

This project has no unusual conditions. No recreation areas, historical sites, and will not harmfully effect the environment of the area.

Karlas E. Seidel

Karlas Seidel, Coos County
Engineering Technician

COOS COUNTY [illegible]
COQUILLE, OREGON

# ESTIMATE

Project: McLAIN-LIBBY DRIVE

Location: LIBBY-CHARLESTON

Nature of Project: PAVING AND GUARD RAIL

Prepared By: KARLAS

Project Characteristics: Subgrade Width _____ Design Speed _____ Surface Depth: Base 8" Leveling 2" Pavement 4"

Date: March 27, 1980

| | ITEM | UNIT | Unit Price | Net Quantity | Allow-ance | Total Quantity | AMOUNT |
|---|---|---|---|---|---|---|---|
| 1 | Mobilization | all required | lump sum | - - - | - - | 100% | 26,125.00 |
| 2 | Temporary protection direction of traffic | all required | lump sum | - - - | - - | 100% | 9,800.00 |
| 3 | Temporary Signs | sq. ft. | 7.50 | - - - | - - | 90 | 675.00 |
| 4 | Flagging | hr | 22.00 | - - - | - - | 240 | 5,280.00 |
| 5 | Pilot Car | hr | 27.00 | - - - | - - | 100 | 2,700.00 |
| 6 | Class "b" asphalt Mixture | ton | 29.00 | - - - | - - | 9,820 | 284,780.00 |
| 7 | Guard Rail, Type 2-A | lin. ft. | 11.50 | - - - | - - | 2,175 | 25,024.00 |
| 8 | Guard Rail Anchors Type 1 | each | 350.00 | - - - | - - | 18 | 6,300.00 |
| 9 | Rail End Pcs. Type B | each | 100.00 | - - - | - - | 18 | 1,800.00 |
| | | | | | | | 362,484.00 |
| | Engineering and Contingencies | | | | 20% | | 72,496.80 |
| | | | | TOTAL- - - | | | - 434,980.80 |

VICTOR ATIYEH
GOVERNOR

*Department of Transportation*
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:
PRO 6

April 7, 1980

TO: G. L. Green, Division Administrator
Federal Highway Administration

FROM: D. E. Swan
Operation Programming Engineer

SUBJECT: Project Data Submission
Item No. 00093
Project No. RS-A429(1)
Libby-Tarheel Creek Section
Coos County

Attached is data for the subject project.

We request the following:

(1) Concurrence that the project falls under the Statewide Categorical exclusion approved by FHWA February 25, 1980.

(2) Authorization to proceed with preliminary engineering all phases including utility preparatory work at an estimated total cost of $18,000 with an obligation of $15,866 in federal funds.

CL:bke
cc: A. Shirley (Region 3)
H. Reynoldson

Form 734-3122

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO W. O.

FORM PR-1 (REV. 4-61)

4-7-80

CARD 2 — REPORT NUMBER (19)–(20) — PROJECT LOCATION (45 typewriter spaces): Co. Rd., Approx 3 mi. S.W. of Coos Bay (21–66) — AD

CARD 3 — CHARACTER OF PROPOSED WORK (35 typewriter spaces): P.E., Pave & Guardrail (28–62) — NATL. FOREST (63)–(65) — FH ROUTE NO. (66)–(68) — SUPV AGCY (69) — DA

CARD 4 — CLASS OF FEDERAL FUNDS: Rural Secondary — NAME OF URBAN AREA (17-31): ---

| CARD 5 | LINE NO. | CHANGE CODE | PROJECT CODE | WORK CLASS | WORK TYPE (43–46) | STEP (53) | TERMINI (Full description) | MILES (54)–(58) | (59) |
|---|---|---|---|---|---|---|---|---|---|
| 1 | (14-15) | (16) | 41 | 42 | | | | | |
| 5 | | | | | PE | | "Libby-Tarheel Creek Section" | 3.5 | |
| 5 | | | | | ROW | | | | |
| 5 | | | | | CONST (CODE) 6201 | | | 3.5 | |
| | | | | | | | | 3.5 | |
| | | | | | | | | | (16) |

CARD 1 — CODE 1 — PREPARED BY: CL — PROJECT TOTALS

CARD 1 — CODE 14 — PROGRAM APPROVAL DATES: 10-4-79

Libby-Tarheel Creek Section
Project No. RS-A429(1)

Existing Facility: 30-foot gravel surface r

Adjacent Sections:

W. End - - - 22-foot bituminous concrete
E. End - - - Jct. with FAS A428

Project Data: Work under this project cons

1) Preliminary engineering all phases ir
2) Construct high-type pavement surface lanes with 3-foot gravel shoulders ar of utilities as required.

Exception to Minimum Design Standards: FHW a roadway width of 30 feet as an exceptic

System Action, Airports, Railroads, Water De Areas: None involved.

FHPM 4-1-4 Requirements: Exempt from A-95 r

FHPM 7-7-2 Requirements: Statewide Categor

FHPM 7-7-5 Requirements:

a) Public Hearings - - Not required unde
b) Location/Design - - Not a factor in

Accommodation of Utilities: A State-County PPM30-4.1 was executed on August 22, 197

Maintenance: A State-County Agreement comp on August 22, 1979.

Note: 1) This project is in Congressional
2) Included in FY '80 AP on Page 10 Program.

Budget Bureau No. 41-R2067; Approval Expires February 28, 1

FORM PR-1 (REV. 4-61)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

# FEDERAL-AID PROGRAM DATA

*(PPM 21-1)*

4-7-80

| PROJECT LOCATION (45 typewriter spaces) | | PRESENT | FUTURE | YEAR | REGION | STATE NAME | STATE CODE | APPN CODE | ITEM NO. |
|---|---|---|---|---|---|---|---|---|---|
| Co. Rd., Approx 3 mi. S.W. of Coos Bay | ADT | 650 | --- | --- | 10 | Oregon | 41 | 075 | 0009 |
| (1) (65) | | | (66) (70) | (71) (72) | | | (2) (3) | (4) (9) (14) | |

| D WORK (35 typewriter) | NATL. FOREST | FH ROUTE NO. | SUPV AGCY | DA CLASSIF. | DA AREA | EMERG. YR. | PL. AUTH YR | PROJECT NUMBER | | | I. Projects Only | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | | | | PREFIX LETTER(S) | NUMBER | SEQ. NO. | POST MI. | DESIG. |
| Guardrail | | | | | | | | RS- | A429 | (1) | | |
| (62) | (63) (65) | (66) (68) | (69) | (70) | (71) | (72) (73) | (74) (75) | (14) (23) | (7) (13) | | (24) | (26) |

| DS | COUNTY NAME | CODE | PROGRAM STAGE |
|---|---|---|---|
| Rural Secondary | Coos | 011 (14) (16) | 1 OR 2 |

| | ROUTE NO. | FEDERAL-AID | STATE | U.S. |
|---|---|---|---|---|
| --- | S | A429 (32) | Co. Rd. (36) (37) | --- (41) |

| WORK TYPE | STEP | TERMINI (Full description) | MILES | ESTIMATED PROJECT COST BY PHASES: TOTAL ESTIMATED COST | FEDERAL FUNDS (88.15%) | STATE FUNDS | OTHER FUNDS | CHARACTER OF PROPOSED WORK (Full description) |
|---|---|---|---|---|---|---|---|---|
| (46) | (53) | | (54) (58) | (59) (66) | (67) (76) | | | |
| PE | | "Libby-Tarheel Creek Section" | 3.5 | 18,000 | 15,866 | 1,067 | 1,067 (Co.) | |
| ROW | | | | | | | | |
| CONST (CODE) 6201 | | | 3.5 | 280,000 | 246,820 | 16,590 | 16,590 (Co.) | ROW-60' minimum; Access Control-none Parking Restriction complete. |
| Y CL | PROJECT TOTALS | | 3.5 | 298,000 | 262,686 | 17,657 | 17,657 (Co.) | |
| PROVAL DATES | | | | (16) (23) | (24) (33) | REMARKS | | |

10-4-79

-OVER-

USCOMM DUSCOMM-DC 48905

Libby-Tarheel Creek Section
Project No. RS-A429(1)

Existing Facility: 30-foot gravel surface roadway.

Adjacent Sections:

W. End - - - 22-foot bituminous concrete surface with 2-foot shoulders.
E. End - - - Jct. with FAS A428

Project Data: Work under this project consists of the following:

1) Preliminary engineering all phases including utility preparatory work.
2) Construct high-type pavement surface to provide for 2-12 foot travel lanes with 3-foot gravel shoulders and install guardrail. Adjustment of utilities as required.

Exception to Minimum Design Standards: FHWA memo of August 8, 1979 approved a roadway width of 30 feet as an exception to minimum design standards.

System Action, Airports, Railroads, Water Developments, Historical and Recreational Areas: None involved.

FHPM 4-1-4 Requirements: Exempt from A-95 review.

FHPM 7-7-2 Requirements: Statewide Categorical Exclusion approved by FHWA February 25, 1980

FHPM 7-7-5 Requirements:

a) Public Hearings - - Not required under Oregon Action Plan
b) Location/Design - - Not a factor in the development of this project.

Accommodation of Utilities: A State-County Agreement complying with paragraph 6d(1) of PPM30-4.1 was executed on August 22, 1979.

Maintenance: A State-County Agreement complying with Section 116 Title 23 USC was executed on August 22, 1979.

Note: 1) This project is in Congressional District No. 4
2) Included in FY '80 AP on Page 106 of the Preliminary Six Year Highway Improvement Program.

Form E-39 2M- 12-54

OREGON STATE HIGHWAY DEPARTMENT

# AUTHORITY FOR SURVEY

Section Libby - Tarheel Creek

Highway FAS No. A429

County Coos

Date March 6, 1980, 19

Authorization No. 1

Survey Prefix 506-1960 (Assigned by Salem office)

Description of termini, route, length, etc.: The Easterly termini is about 1/2 mile Westerly of the junction of Red Dike Road & McLain-Libby Drive. The Westerly termini is near the crossing of Tarheel Creek. The total length of the project is 3.12 Miles.

Purpose of survey: Monitor preparation of field location Plans & Specifications prepared by coos County engineering crews.

ESTIMATE OF COSTS:

| | | |
|---|---|---|
| Resident Engineer | 901 | $ 350 |
| Paymt to Local Gov't | 903 | 13,900 |
| Final Design | 905 | 750 |
| Soils and Geology | 910 | 200 |
| Utility Liaison | 914 | 500 |
| Project Mgmt | 920 | 100 |
| Specifications | 921 | 800 |

RS-A429(1)
4-22-80

INSTRUCTIONS

Submit three copies to Salem. After approval by the State Highway Engineer, one copy will be sent to the Division Engineer and one copy to the Resident Engineer.

This form does not constitute authority for making survey until approved and returned.

Submit separate order for each survey.

Total estimated cost of survey . . . . . $ 16,600

Previous authorization . . . . . .

Additional authorization requested . . . . .

Additional authorization approved (Salem) . .

Total all authorizations approved (Salem) . .

Request made by:

F. D. Morrison
Field Engineer

Recommended for Approval:

Division Engineer

Recommended for Approval:

Frank E. Kemper
Location Engineer

Approved

E. J. Lantz
State Highway Engineer

State Printing 81346

FORM 81-734.3030

# OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE: PRO 6

Roseburg, Oregon

February 26, 1980

ORIGINAL SIGNED BY JACK AYRES
REGIONAL FEDERAL AID ENGINEER

FROM: JACK AYRES
Regional Federal-Aid Engineer

TO: Gary Potter, Manager
Environmental Section
SALEM

SUBJECT: Project Assessment
McLain - Libby Dr. Sec.
(FAS-C A459)
Coos County

Attached is a project assessment for the above named project. This assessment should have been in long ago, but was evidently misplaced during a reassignment of duties here in Region Office.

Coos County has completed about 95% of the P.E. work and needs only to apply a leveling course to be ready for an overlay contract. We hope to advertise this spring.

If you have any additional questions give me a call.

ja/cp
attach.
cc: D.H. Moehring
B.E. Brown
F. Morrison
B. Parker

BEN GIFFORD

PROJECT MANAGEMENT BRANCH
ASHE ☐ STE ☐
PLE ☐ RE ☐ PRE ☑
FEB 28 1980
REFERRED TO _____
FOR _____
FILE: PM FA LG.

OREGON STATE HIGHWAY DIVISION
PROJECT ASSESSMENT

PART 1. GENERAL INFORMATION

A. Project Identification:

Date March 23, 1979

Section McLain-Libby — Unit (if appl) _____

County Coos — City _____

Highway McLain-Libby Drive — State Hwy. No. (FAS-C A429)

Termini: M.P.(if appl) _____ — Length 3.5 mile

Region 3 — Construction Estimate $ _____
Program Amount

B. Purpose of Project:

Paving to facilitate improvement for traffic flow; guardrail for adding safety.

C. Origin & History of Project:

This route has been realigned but not previously paved.

D. General Description of Project:

Paving to a compacted depth of 4 inches to be applied in two lifts - Product to be applied is asphaltic concrete

Alignment: New _____ Existing X Combined _____

Typical Section: Existing: No. Lanes 2 ; Med. N/A ; Shldrs. N/A ; Parking N/A

Proposed: No. Lanes 2 ; Med. no ; Shldrs. 3 ; Parking no

Traffic: Existing Facility: Existing ADT 1278 ; Projected ADT 1500 ; Yr. 1980

Existing Level of Service light and heavy vehicle use

Proposed Facility: Projected ADT 1500 ; Yr. 1980

Projected Level of Service light and heavy vehicle use

Right of Way: Additional anticipated no (Yes, No); if yes, give approx. No. Parcels_____

Acres_____; Type of Relocation Req._____; No._____

Materials Source, Borrow, Waste Disposal Requirements, if any: none

Type of Structure(s): none

Brief Description of River or Stream and Type of Involvement, if any: none

Local City, County or COG priorities of project: This project is high on Coos County priority because of heavy use of road and high maintenance cost in its present state

FHWA and/or OSHD approvals given, if any:

Location or Design Alternatives (identify and describe): None

Other Descriptive Information or Comments:

(Attach project sketch map.)

PART II. ENVIRONMENTAL ASSESSMENT

A. Brief Environmental Setting of Project Area:

1. Natural: Road traverses an area which at this time is largely undeveloped. Is a connecting route between two State highways and between the Cities of Coos Bay and Charleston.

2. Cultural:

B. Preliminary Assessment of Environmental Impacts: n/a

1. Consequences and Significance of Right-of-Way Acquisition:

2. Estimated Impact on Traffic Patterns: This road is of significant importance to alleviate heavy traffic on Cape Arago Highway between the Cities of Coos Bay and Charleston.

Consequences--Air Quality, Noise, Safety, etc.: No change.

3. Estimated Impact on Land Use: Will provide a more suitable access in the event of future development in this area.

Consequences: Will provide added safety for the motoring public.

4. Expected Impact on Natural Ecological Resources: None

Consequences:

5. Expected Impact on Cultural and Scenic Resources: Will provide an adequate and safe route to ocean beaches.

Consequences:

6. Preliminary Identification of Areas of Critical Concern: None

7. Potential for Controversial Issues: None

8. Potential for Consistency of Proposal With:

a. Clean Air Implementation Plans
n/a

b. Noise Standards
n/a

c. Water Quality Standards
n/a

d. Area Land Use and Transportation Plans, and Zoning No change

---

C. Recommended Type of Action and Documentation:

----------MAJOR ACTION---------- ) ----NON-MAJOR ACTION-----

| SIGNIFICANT: | NON-SIGNIFICANT: | |
|---|---|---|
| ____ D & FEIS | ____ D & F Neg.Dec. | ____ ASSESSMENT ONLY |
| ____ Section 4(f) | ____ Section 4(f) | __X__ STATEWIDE ASSESSMENT |

Basis for Type of Action and Documentation:

---

D. Recommended Project Category: ____ 1 ____ 2 __X__ 3 ____ 4

Pigeon Point

Tarkeal Reservoir

Tarkeal Reservoir

Barview

Tarkeal Arm

Libby Arm

Radio Tower

Libby

SLOUGH

TRAIL

TRAIL

Creek

Creek

Trail

Trail

Libby Mine

Sanitary Disposal Ponds

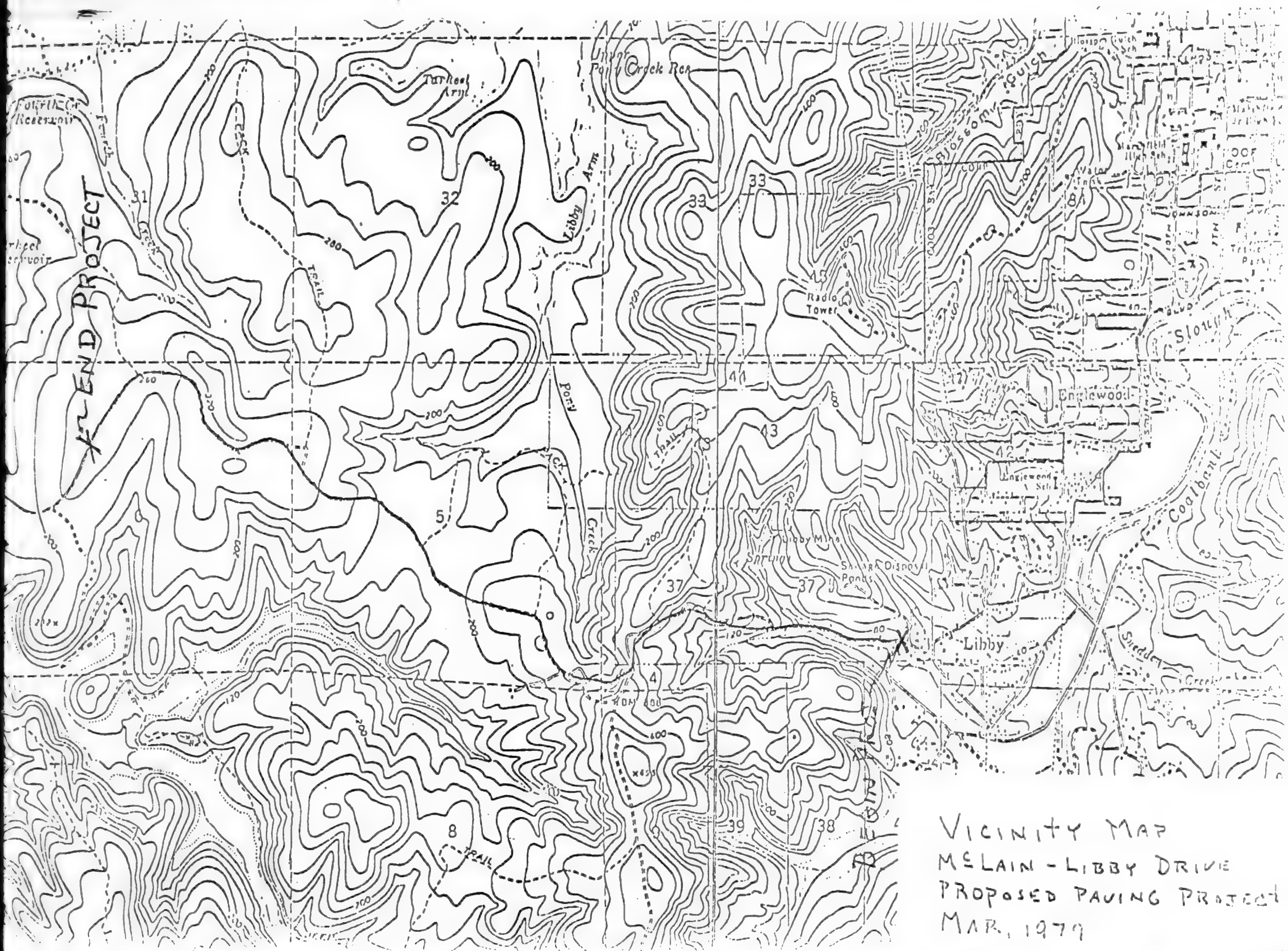
Town Pond

T 25 N
T 26 N

R 31 W
R 32 W

1
5
8
31
32
33
33
4
37
37
39
38
43
42

VICIN
McLAI
PROPO
MAR.




VICINITY MAP
McLAIN - LIBBY DRIVE
PROPOSED PAVING PROJECT
MAR. 1979

GENERAL FILES

August 27, 1979

Coos County
Board of Commissioners
Courthouse
Coquille, OR 97423

Attention: County Clerk

MISC. CONTRACTS and
AGREEMENTS No. 7048

Gentlemen:

Attached for your records is a fully executed copy of an agreement to construct the Libby-Tarheel Creek Section of McLain-Libby Drive in Coos County.

We have retained a fully executed copy of this agreement for the Transportation Commission's files.

Sincerely,

C. W. Head
COMMISSION SERVICES

dda
Attachment

bc Don Harwell (Agreement attached)

STATE OF OREGON

INTEROFFICE MEMO

TO: H. S. Coulter
State Highway Engineer

DATE: May 16, 1979

FROM: For Gerald Wimer
Local Government Engineer

SUBJECT: FAS-C Project
Coos County

Coos County is requesting the authorization for a paving and guardrail project on the Libby-Tarheel Creek Section on McLain-Libby Drive, FAS-A429. Roadway is to have 2-12' AC travel lanes and 3' gravel shoulders. There is also approximately 1,895 feet of guardrail to be installed. No additional Right-of-Way. P.E. was authorized on May 10, 1979. Construction engineering by State. See attached sketch for location. In summary:

| Jurisdiction | Section | Total Funds | Federal Funds | State Funds | Local Funds |
|---|---|---|---|---|---|
| Coos County | Libby-Tarhell Creek Sec.<br>McLain-Libby Drive<br>FAS-A429 | $280,000 | $246,000 | $16,800 | $16,800 |

The region and this office have investigated this proposed project, confirming its validity and financing under the FAS-C program. I recommend your approval and request you authorize this project under delegated authority.

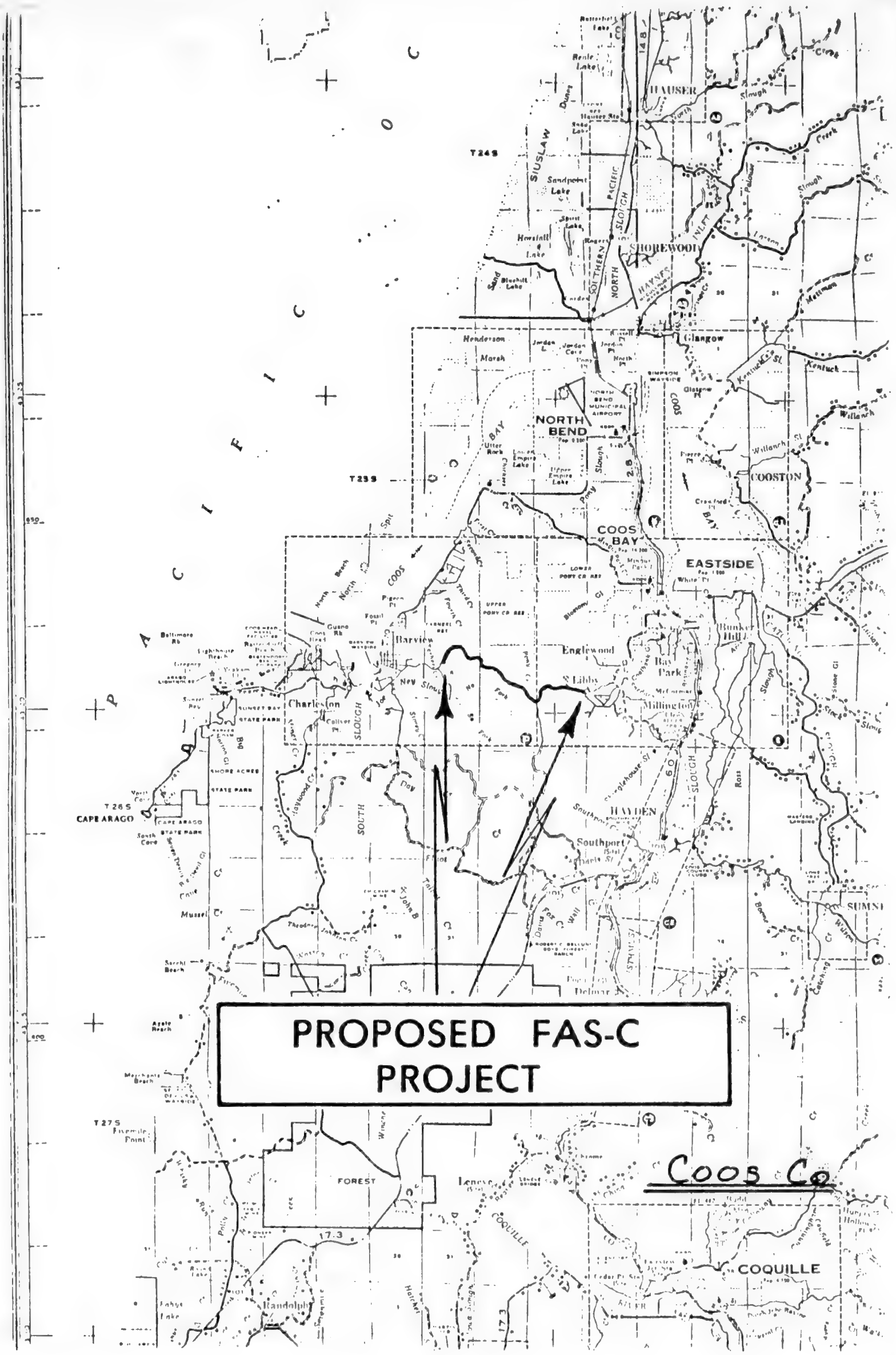
APPROVED BY:

H. S. Coulter
State Highway Engineer

Date 5/16/79

HR:pf
Attachment

81.125.1387


PROPOSED FAS-C
PROJECT
Coos Co
NORTH BEND
COOS BAY
EASTSIDE
COOSTON
HAUSER
SHOREWOOD
GLENGOW
HAYDEN
Southport
Englewood
Harbview
Charleston
CAPE ARAGO
FOREST
COQUILLE
Randolph
Millington
Delmar
T24S
T25S
T26S
T27S

STATE OF OREGON

INTEROFFICE MEMO

TO: H. S. Coulter
State Highway Engineer

DATE: April 10, 1979

FROM: Gerald Wimer
Local Government Engineer

SUBJECT: FAS-C Project
Coos County

Coos County is requesting the authorization for the P.E. for a paving and guardrail project on the Libby-Tarheel Creek Section on McLain-Libby Drive, FAS-A429. Roadway is to have 2-12' AC travel lanes and 3' gravel shoulders. There is also approximately 1,895 feet of guard-rail to be installed. No additional Right-of-Way. P.E. by County. Construction engineering by State. See attached sketch for location. In summary:

| Jurisdiction | Section | Total Funds | Federal Funds | State Funds | Local Funds |
|---|---|---|---|---|---|
| Coos County | Libby-Tarheel Creek Section<br>McLain-Libby Drive<br>FAS-A429 | $18,000 | $15,840 | $1,080 | $1,080 |

The region and this office have investigated this proposed project, confirming its validity and financing under the FAS-C program. I recommend your approval and request you authorize this project under delegated authority.

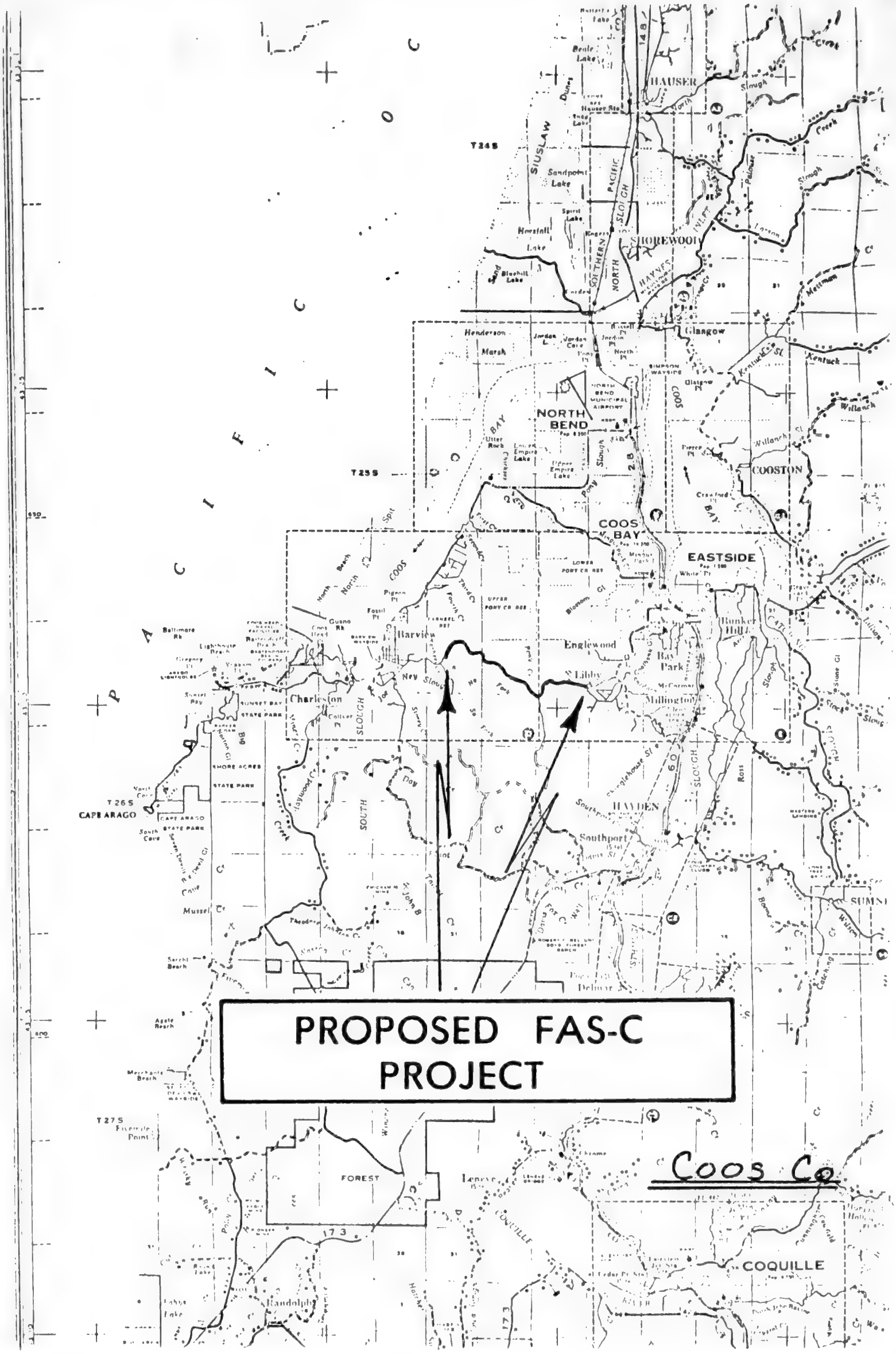
APPROVED BY:

H. S. Coulter
State Highway Engineer

Date 4/10/79

HR:pf
Attachment

81-125-1387


PACIFIC OCEAN
HAUSER
SHOREWOOD
NORTH BEND
Pop 8,290
COOS BAY
Pop 16,700
EASTSIDE
Pop 1,100
COOSTON
Glasgow
Englewood
Harbview
Charleston
Millington
HAYDEN
Southport
SUMNER
FOREST
COQUILLE
CAPE ARAGO
T26S
T25S
T27S
SIUSLAW
PACIFIC SLOUGH
SOUTHERN PACIFIC
NORTH BEND MUNICIPAL AIRPORT
CAPE ARAGO STATE PARK
SHORE ACRES STATE PARK
Sandpoint Lake
Beale Lake
Spirit Lake
Haystall Lake
Blackhill Lake
Henderson Marsh
Upper Empire Lake
Lower Empire Lake
Pony Slough
Coos Bay
Isthmus Slough
Willanch Slough
Kentuck Slough
Haynes Inlet
Palmer Slough
Lampa Slough
Ferry Slough
Big Creek
Mussel Creek
Taylor Creek
Ross Slough
Libby
Bunker Hill
Bay Park
Delmar
Randolph
Fahys Lake
Merchants Beach
Agate Beach
Sunset Bay
Empire
Point
Baltimore Rk
Guano Rk
Lighthouse Beach
Gregory Pt
Fossil Pt
Pigeon Pt
Spit
Yoakam Pt
Cape Arago
South Cove
Simpson Cove
Coos Head
Coos Front
Coos Bay Wayside
Simpson Wayside
Crawford Bay
Haynes Cove
Empire Creek
Coos River
Willanch Creek
Kentuck Creek
Pierce Creek
Lillian Creek
Bunker Hill Creek
Cattle Slough
Ross Slough
Lampa Creek
Coquille River
Coquille Point
Whiskey Run
Hubbard Creek
Fahys Creek
Haynes Creek
Meetman Creek
Catching Slough
Wilson Creek
Brown Creek
Fox Creek
Day Creek
Taylor Creek
Theodore Johnson Creek
St John Creek
Sharon Creek
Sharon Beach
Merchants Beach
Agate Beach
Sunset Bay
Shore Acres
Big Creek
Yoakam Creek
Cape Arago
South Cove
Simpson Cove
Coos Head
Coos Front

1157

Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

# *Memorandum*

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
The Oregon Division - Salem

SUBJECT: RS-A429(-)
Libby-Tarheel Creek Section
Paving and Safety

DATE: August 8, 1979

In reply refer to: HFO.3-OR

FROM : G. L. Green, Division Administrator

TO : Mr. H. S. Coulter, State Highway Engineer

I concur with your proposal to pave the subject road section to a 30 foot top width. Mr. Swan's August 6 letter adequately supports this decision.

The low accident rate since constructing the present alignment is a key factor in this decision.

G. L. Green

cc:
OSHD (D E Swan)

RECEIVED
STATE HWY ENGR
AUG 9'79
REFER TO
FOR
Info | Chief | R.D. | D.S. | Sec'y | Att | File

August 6, 1979

TO: G. L. Green, Division Administrator
Federal Highway Administration
ATTN: Tom

ORIGINAL SIGNED BY
FROM: D. E. Swan D. E. SWAN
Operation Programming Engineer

SUBJECT: Libby-Tarheel Creek Section
Paving and Safety
RS-A429 (-)
Coos County

Coos County has requested a paving project on the subject section. The proposed project will be approximately 3.5 miles and will include 1,895 feet of guardrail at hazardous locations. The roadway will consist of 2-12' AC (4" thick) travel lanes with 3'+ gravel shoulders. Coos County has completed the grading and rock sufacing to a minimum top width of 30 feet. The County will also place the shoulder rock to a minimum of 3-feet in width.

Traffic volume tables for 1978 indicate an ADT for this section of road at approximately 650. Based on this volume of traffic and the terrain varying from rolling to mountainous in nature, design speeds would vary from 30 to 40 MPH.

Using traffic counts and design speed as a guide, and using Table 7, page 9 of Geometric Design Guide for Local Roads and Streets, we could have a roadway width of 32 feet to 34 feet wide. Considering the road to be minor with few trucks, the roadway width could then be reduced an additional 2 feet for a total top width of 30 feet to 32 feet. Coos County has graded this section of road and placed base rock to a top width of 30+ feet. The type of terrain dictated the geometrics of the County's construction. To construct a wider roadway in many sections would have meant more extensive construction and purchase of much more additional right-of-way.

Recorded accidents statistics show that there were accidents in 1976. Three in 1977 and none in 1978 and first half of 1979. The lack of accidents in the last year and one-half indicates that the earlier accidents were caused by roadway conditions before the County improved the geometrics. The placement of a 24-foot AC travel surface on the improved roadway and the construction of guardrail at selected hazardous locations would effectively increase safety and keep accidents to a minimum.

Your concurrence in this proposal is requested.

RP:pf

REPORT OF ACTION UNDER DELEGATED AUTHORITY

BY STATE HIGHWAY ENGINEER

On behalf of the Commission and under authority delegated to me to approve and execute the necessary agreements covering Local Government Project (FAS-C, FAUS, SOS and FAIX), I approved the following:

| Section & Jurisdiction | Estimated Total Cost | Federal Funds | State Share | Local Govt. Funds | Approval Date |
|---|---|---|---|---|---|
| FAUS PROJECTS | | | | | |
| Carpool Program<br>Eugene | $ 56,800 | $ 50,000 | None | $ 6,800 | 6-27-79 |
| FAS-C PROJECTS | | | | | |
| Libby-Tarhell Creek Sec.<br>McLain-Libby Drive<br>FAS-A429<br>Coos County | $280,000 | $246,000 | $16,800 | $16,800 | 5-16-79 |
| FAIX PROJECTS | | | | | |
| Basin Avenue/North Going Street<br>Portland | $2,000,000 | $1,700,000 | None | $300,000 | 6-27-79 |

July 6, 1979 /s/ H.S. Coulter

H. S. Coulter
State Highway Engineer

June 14, 1979

TO: G. L. Green, Division Administrator
Federal Highway Administration

FROM: D. E. Swan
Operation Programming Engineer

SUBJECT: Libby-Tarheel Creek Section
Paving and Safety
FAS A429, Coos County

Coos County has requested a paving project on the subject section. The proposed project will be approximately 3.5 miles long and will include 1,895 feet of guardrail at hazardous locations. The roadway will consist of 2-12' AC travel lanes with 3' gravel shoulders.

Our accident records for this stretch of Coos County Road shows the following statistics:

1976
- 1 - Non-Collision; property damage only caused by roadway cave-in.
- 1 - Head-on; 2 injured.
- 1 - Side-swipe meeting, 1 injured.
- 1 - Struck foreign object; property damage only.

1977
- 1 - Head-on; property damage only.
- 1 - Turning into or from driveway; property damage only.
- 1 - Head-on; 2 injured.

1978 No accidents.

The placement of a 24-foot wide AC travel surface on the existing gravel roadway and the construction of guardrail at selected hazardous locations would effectively increase safety and greatly reduce the number and type of accidents listed above.

RHP:pf

# Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

June 14, 1979

TO: G. L. Green, Division Administrator
Federal Highway Administration

FROM: D. E. Swan
Operation Programming Engineer

SUBJECT: Libby-Tarheel Creek Section
Paving and Safety
~~PAS A429~~, Coos County

Coos County has requested a paving project on the subject section. The proposed project will be approximately 3.5 miles long and will include 1,895 feet of guardrail at hazardous locations. The roadway will consist of 2-12' AC travel lanes with 3' gravel shoulders.

Our accident records for this stretch of Coos County Road shows the following statistics:

1976
- 1 - Non-Collision; property damage only caused by roadway cave-in.
- 1 - Head-on; 2 injured.
- 1 - Side-swipe meeting, 1 injured.
- 1 - Struck foreign object; property damage only.

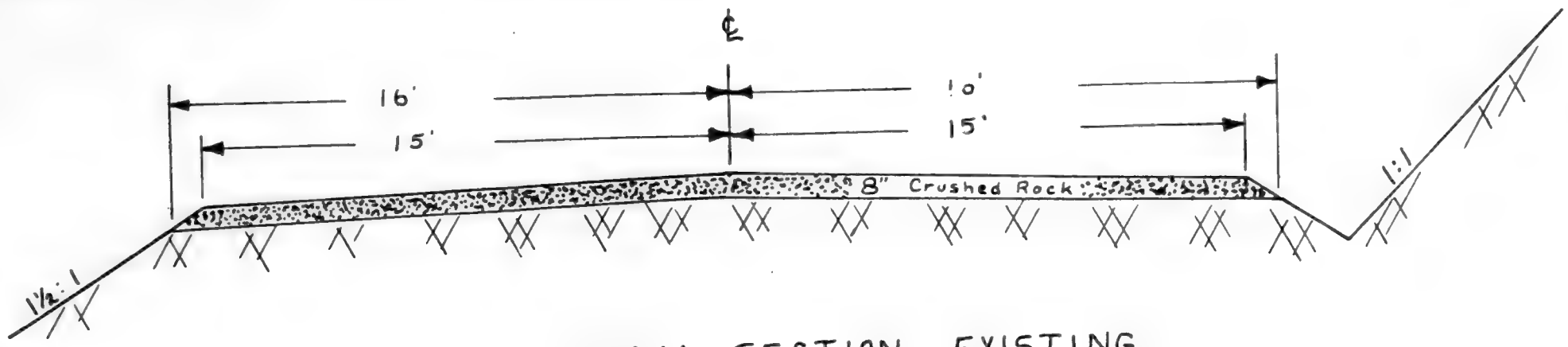
1977
- 1 - Head-on; property damage only.
- 1 - Turning into or from driveway; property damage only.
- 1 - Head-on; 2 injured.

1978 No accidents.

The placement of a 24-foot wide AC travel surface on the existing gravel roadway and the construction of guardrail at selected hazardous locations would effectively increase safety and greatly reduce the number and type of accidents listed above.

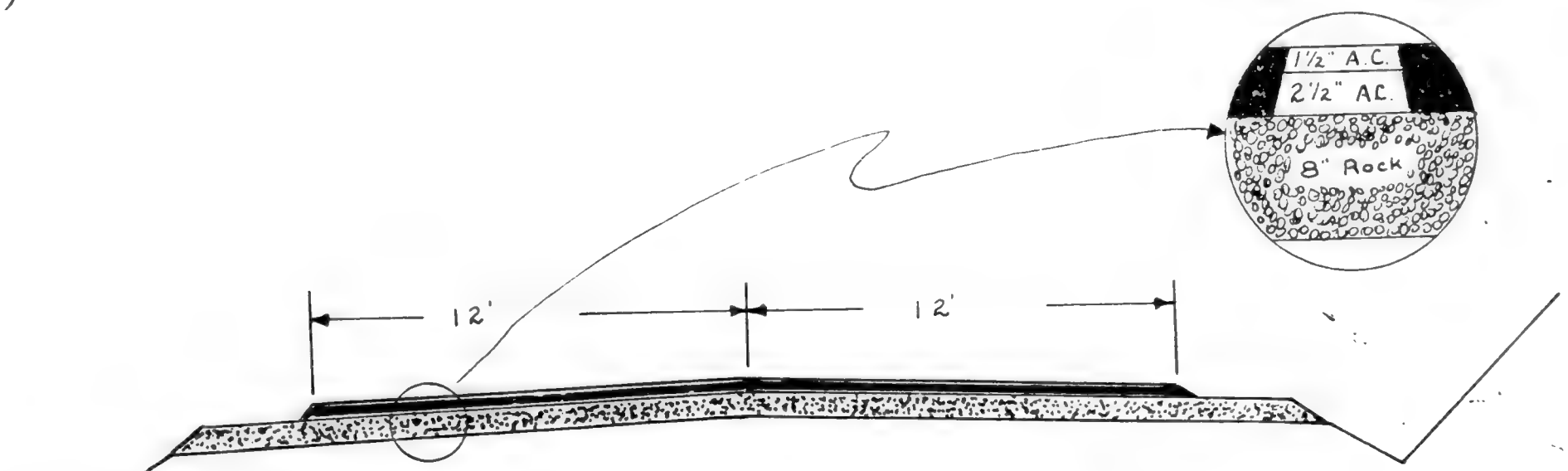
RHP:pf

Form 81-731-0027 (9-77)




TYPICAL SECTION EXISTING

Scale : 1" = 5'




TYPICAL SECTION PROPOSED

Scale : 1" = 5'

COOS COUNTY ENG DEPT
McLAIN LIBBY DRIVE
PROPOSED PAVING PROJECT

5-23-79

# Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

May 21, 1979

Mr. William Penhollow
Executive Assistant
Association of Oregon Counties
P.O. Box 12729
Salem, Oregon 97309

SUBJECT: Project Advancement
FAS-C Program

Dear Mr. Penhollow:

At the Transportation and Parks Committee meeting May 11 and the Technical Advisory meeting May 17, I reported advancing May 1, under the master FAS-C Agreement, commitment of eight (8) rank order FAS-C projects to construction. These involved the following counties:

| | |
|---|---|
| Jefferson | Polk |
| Baker | Sherman |
| Douglas | Wallowa |
| Deschutes | Coos |

In addition, I indicated 2.6 million dollars of committed FAS-C projects cannot make it to construction in the 1980 Federal Fiscal year. Based on this I further recommended committing the seven (7) remaining FAS-C applications to construction. Most of these seven (7) are in various stages of preliminary engineering. Advancing the seven (7) projects to construction will result in a 1980 over commitment of 1.7 million dollars. It will possibly result in some low priority counties being committed to construction in advance of some potentially higher ranking applications later in the year. These future applications, however, can still be authorized for preliminary engineering. The necessary lead time for their development should preclude delaying their construction.

These seven (7) counties recommend for construction commitment, beyond the master FAS-C Agreement, are:

| | |
|---|---|
| Lane | Marion |
| Benton | Union |
| Umatilla | Lake |
| Jackson | |

Please note that potentially the Douglas, Coos, Union and Lake County projects may be bid in 1979. This will result in nearly full obligation of the 1979 FAS-C funds at the end of the Federal Fiscal year. If any of the other FAS-C projects scheduled for bidding in the next few months overrun their current estimate, we may need to postpone one of these projects from say September to October of this year. Likely, this will not happen, but in all fairness it needs to be pointed out.

Both of your committees approved this concept, of going beyond this master FAS-C Agreement and committing the 7 preliminary engineering projects to construction. It is appropriate to state this in the record by your signing and returning a copy of this letter. We will withhold the Lake County project until your Board of Directors authorizes an advancement of funds greater than 5 years.

Very truly yours,

Gerald Wimer
Local Government Engineer

GWW:pf

APPROVED BY

William Penhollow, Executive Assistant
Association of Oregon Counties

Date

# Oregon State Highway Division

Region 3

P.O. BOX 1128, ROSEBURG, OREGON 97470 PHONE 672-6658

In Reply Refer to
File No.: PRO 6

Mr. Wes Clark
Director of Public Works
Coos County
P.O. Box 66
Coquille, OR 97423

March 26, 1979

Dear Mr. Clark:

This will acknowledge receipt of your FAS-C project application and assessment for the McLain - Libby Drive paving and guardrail project.

By copy of this letter I am forwarding the project application to the Project Management Section in Salem for further processing. The assessment is being reviewed by Mr. John Grassman, Region Planning Representative, and will be sent to the Environmental Section in Salem with his recommendations.

We will keep you informed as to the status and progress of this application.

Cordially,

ALFRED SHIRLEY, JR.
Regional Engineer

ORIGINAL SIGNED BY JACK AYRES
REGIONAL FEDERAL AID ENGINEER
By JACK AYRES
Regional Federal-Aid Engineer

JA/cp

cc: D.H. Moehring
B.E. Brown
Frank Morrison

Form 734-3122

**FEDERAL AID PROJECT REQUEST**

Date 3/23/79

Applicant Agency Coos County Hwy Dept.
Request for: Off-System ____, FAS-C X, FAUS ____ Project
Federal Aid Route No. 429 Route Name McLain Libby Dr. #184
Project Name McLain-Libby Dr. Asphalting and Guardrail
Libby - TARHEEL Creek Section
Project Length 3.50 miles Project Location (Attach sketch map)
Project Description furnishing and laying 4" mat of asphalt; constructing 1895 feet of guardrail in hazardous areas.

Average Daily Traffic ~~1278~~ Design Speed 35-55 mph

Complete Applicable Sections:

## I. ROADWAY DATA

1. Existing Roadway: (Attach sketch)

Width 30'+ Travel Lanes 2 Shoulders 0
Medians n/a Parking n/a
Sidewalks n/a
Remarks Existing roadway consists of minimum 30' wide rock surface varying between 4" and 8" depth

2. Desired Roadway Cross Section: (Attach sketch)

Width 24' Travel Lanes 2 Shoulders 3'+
Medians n/a Parking n/a
Curbed n/a Length Curb Radii n/a
Sidewalk/Bikeway long range proposal locates on other route
Remarks Proposed: 24' wide asphalt mat with 3'+ shoulders

## II. RIGHT-OF-WAY DATA

1. Existing Right-of-Way:

General Width 80' Minimum 60' Maximum 120'

2. Has right-of-way been acquired for this project subsequent to January 2, 1971?
Yes ____ No X

3. Will additional right-of-way be needed? Yes ____ No X
If answer is "yes," will cost of right-of-way be subject to Federal reimbursement? Yes ____ No ____
Remarks Right-of-way varies according to topography

## III. TRAFFIC CONTROL DATA n/a

1. Existing Signalization and Location:

2. Proposed Signalization:

Location _____

_____

Type _____
Phases _____
Type of Suspension _____
Interconnected _____
Remarks _____

_____

3. Permanent Signing:

Include in project or by applicant? by applicant

_____

4. Permanent Striping:

Include in project or by applicant? by applicant

_____

IV. ILLUMINATION DATA n/a

1. Existing Illumination and Location:

_____

_____

_____

_____

2. Proposed Illumination:

Location _____
Type _____

_____

Remarks _____

_____

V. STRUCTURE DATA n/a

1. Existing Structure:

Location _____
Type _____
Approach Roadway Width _____ Shoulder Width _____
Length _____ Width _____
To remain in place? _____

_____

2. Proposed Structure:

Location _____

_____

Approximate Size: Length _____ Width _____

Are sidewalk/bikeways desired?_____

Are any utilities to be attached to structure?_____

Are provisions for illumination desired?_____

Are there any unusual or complicating conditions?_____

Remarks_____

VI. RAILROAD DATA n/a

1. Are there any railroad crossings? Yes_____ No_____

   Name of Railroad_____
   Existing Crossing Protection_____

2. Will existing railroad crossing be altered?_____

   Remarks_____

VII. ACTION PLAN REQUIREMENTS n/a

During project development for Category 1, 2, and 3 projects, the city or county shall perform and document responsibilities as found indexed in the Oregon Action Plan, particularly Citizen Involvement and Participation; Environmental Aspects; and Public Hearing Requirements.

The OSHD Region Engineer will provide assistance, liaison and monitoring for these activities.

Responsible local office and party to be contacted for the following activities:

1. Citizen Involvement _____ Office
2. Environmental _____ Office
3. Public Hearing _____ Office

Remarks_____

VIII. GENERAL INFORMATION

1. Project preliminary engineering to be performed by: (COMPLETED)

   Applicant X State_____ Consultant_____

2. Project construction engineering to be performed by:

Applicant_____ State X Consultant_____

3. Will applicant perform any work prior to or after award of contract?
Yes X No_____
If "yes," describe briefly: add sufficient rock base to meet standard (see typical cross section)

4. Applicant's estimate of cost for requested project:

| | |
|---|---|
| Roadway Work (asphalt) | $ 260,400 |
| Right-of-way costs (if participating) | |
| Traffic control | |
| Illumination | |
| Structures | |
| Railroad | |
| Other Guardrail | 18,002 |
| Preliminary engineering | |
| PROJECT TOTAL | $ 278,402 |

Remarks_____

THIS APPLICATION IS AN OFFICIAL REQUEST FROM:

CITY OF _____ and/or COOS COUNTY

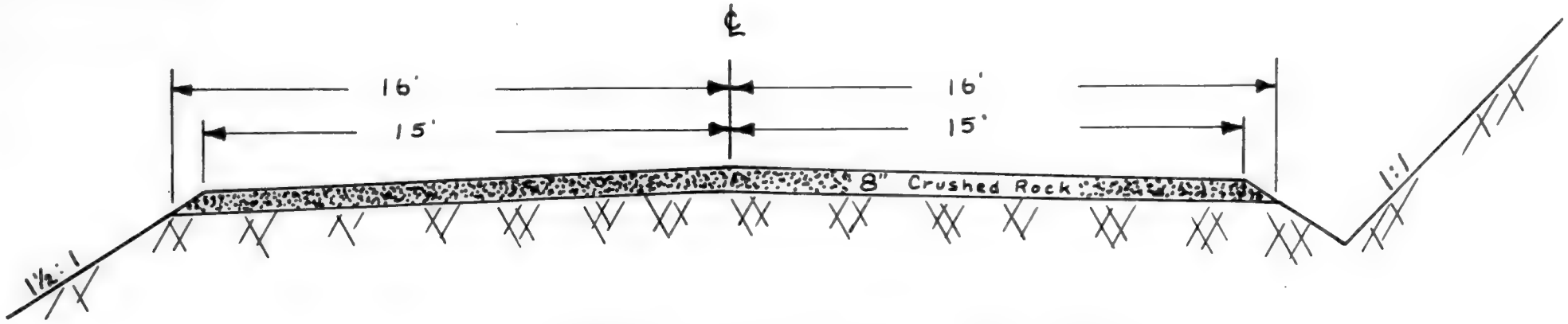
By_____

By_____

By Woodrow Robison
Chairman

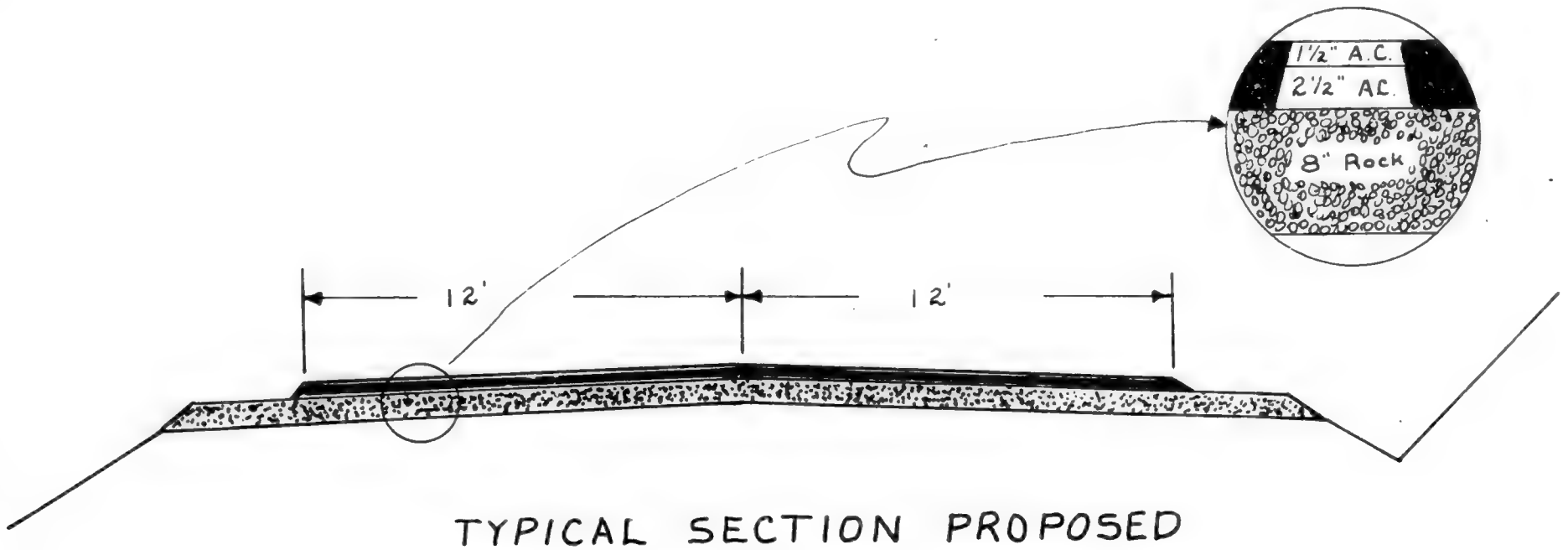
By_____
Commissioner

By Robert L. Emmett
Commissioner




TYPICAL SECTION EXISTING

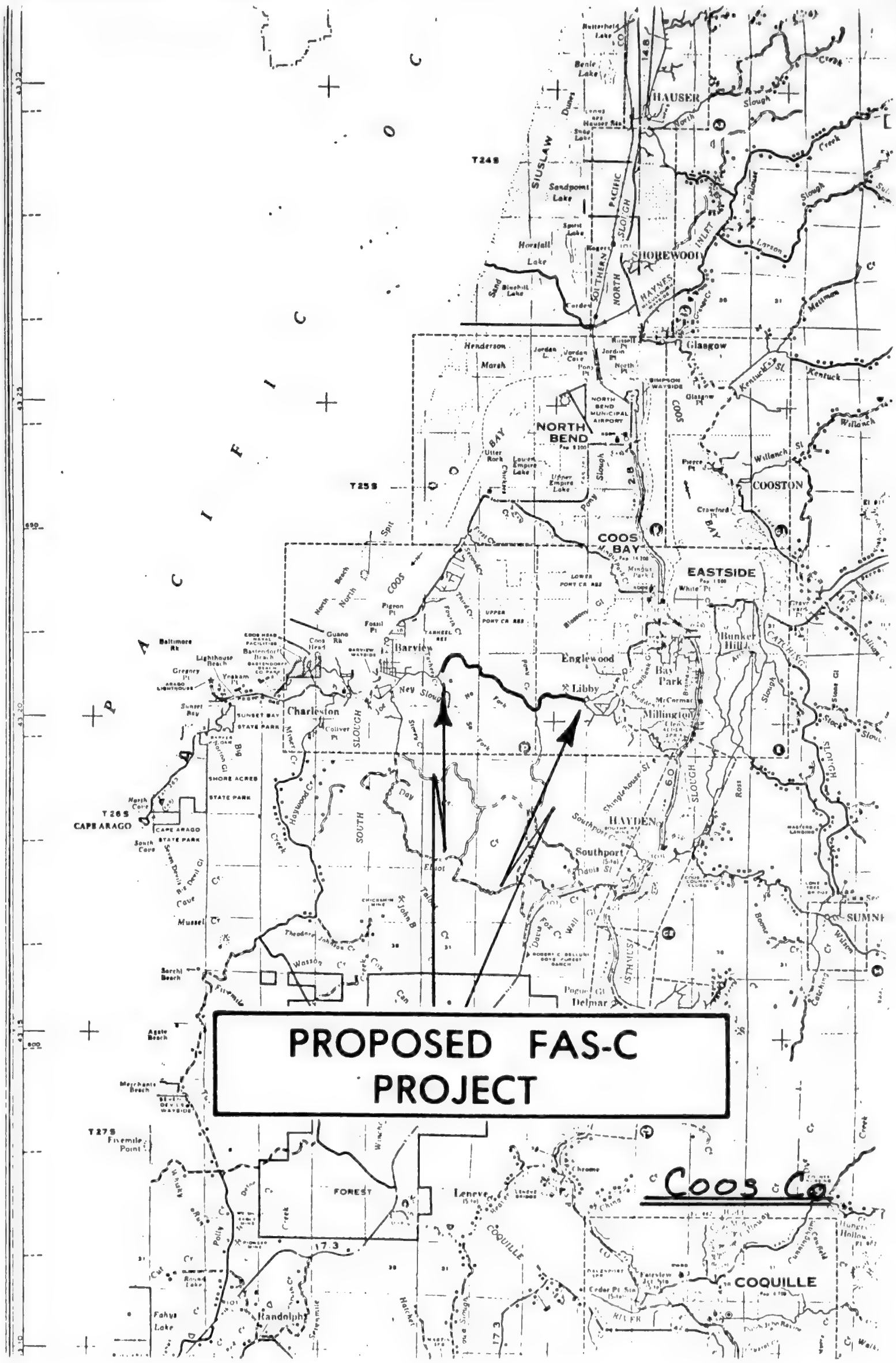
Scale : 1" = 5'




TYPICAL SECTION PROPOSED

Scale : 1" = 5'

COOS COUNTY ENG DEPT
McLAIN LIBBY DRIVE
PROPOSED PAVING PROJECT


PROPOSED FAS-C
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COOS BAY
EASTSIDE
COOSTON
HAUSER
SHOREWOOD
HAYDEN
Glasgow
Barview
Charleston
Englewood
Libby
Millington
Bay Park
Bunker Hill
Southport
Delmar
Sarchi Beach
Fivemile Point
Merchants Beach
Agate Beach
Randolph
Lenore
COQUILLE
FOREST
CAPE ARAGO
SHORE ACRES
STATE PARK
SUNSET BAY
Sandpoint Lake
Horsfall Lake
Benle Lake
Henderson Marsh
Empire Lake
Haynes Inlet
Pacific Ocean
Coos Bay
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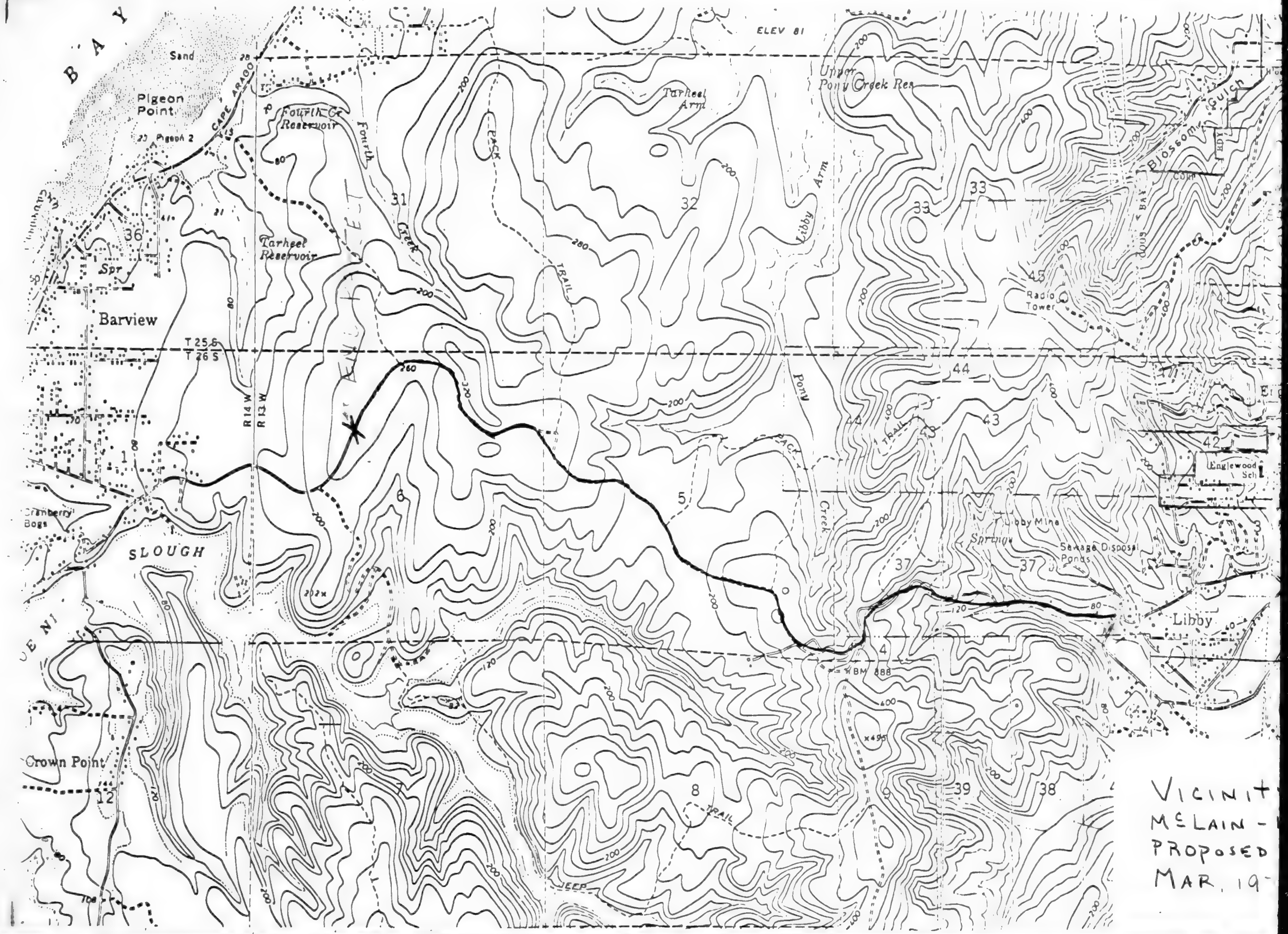
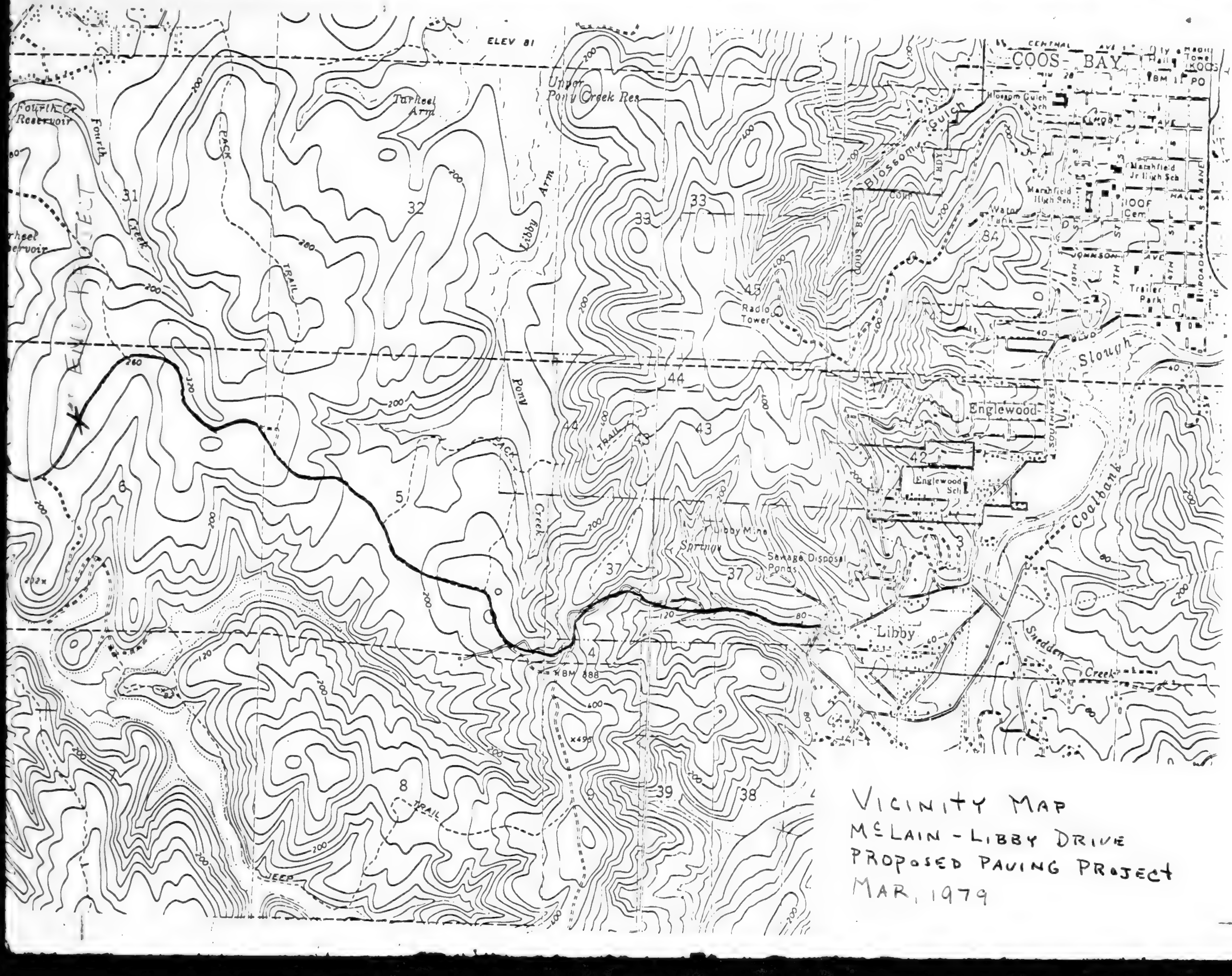



VICINIT
McLAIN -
PROPOSED
MAR. 19




# VICINITY MAP

McLAIN - LIBBY DRIVE

PROPOSED PAVING PROJECT

MAR. 1979

# HIGHWAY LOG



JCT FAP 51 NR BARVIEW EAST TO JCT FAS A428 NR COOS BAY

| LOCATION REMARKS & DESCRIPTION | PROJECT | MILE POINT | ROADWAY 1 Wearing Surface Type (BPR) | Wearing Surface Thickness (0.1 in.) | Wearing Surface Width (feet) | Base Thickness (inches) | Base Width (feet) | Year | Status | MEDIAN Type | MEDIAN Width (feet) | ROADWAY 2 Wearing Surface Type (BPR) | ROADWAY 2 Wearing Surface Thickness (0.1 in.) | ROADWAY 2 Wearing Surface Width (feet) | ROADWAY 2 Base Thickness (inches) | ROADWAY 2 Base Width (feet) | ROADWAY 2 Year | ROADWAY 2 Status | Paved Shoulders | LENGTH (0.01 mi.) Non add | LENGTH (0.01 mi.) Section | LENGTH (0.01 mi.) Cumulative | HIGHWAY NUMBER | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| JC HY 222 FAP 51 | COUNTY | .00 | I | 2.0 | 22 | | 30 | | 2 | 0 | | | | | | | | | N | 00 | .20 | .20 | 000 | JG |
| JC WILDAHL AVE | COUNTY | .20 | I | 2.0 | 22 | | 30 | | 2 | 0 | | | | | | | | | N | 00 | .52 | .72 | 000 | JG |
| SHLDR NARROWS | | .72 | | | | | | | | | | | | | | | | | | | | | | |
| WILSHIRE BLVD | COUNTY | | I | 2.0 | 22 | | 26 | | 2 | 0 | | | | | | | | | N | 00 | .70 | 1.42 | 000 | JG |
| JC COUNTY ROAD NICHOLS | COUNTY | 1.42 | I | 2.0 | 22 | | 26 | | 2 | 0 | | | | | | | | | N | 00 | .13 | 1.55 | 000 | JG |
| BEGIN GRAVEL | COUNTY | 1.55 | E | | 26 | | 26 | 78 | 2 | 0 | | | | | | | | | N | 00 | 2.24 | 3.79 | 000 | JG |
| ROAD WIDENS | COUNTY | 3.79 | E | | 48 | | 48 | | 2 | 0 | | | | | | | | | N | 00 | .66 | 4.45 | 000 | JG |
| ROAD NARROWS | COUNTY | 4.45 | E | | 30 | | 30 | | 2 | 0 | | | | | | | | | N | 00 | .20 | 4.65 | 000 | JG |
| ROAD NARROWS | COUNTY | 4.65 | E | | 24 | | 24 | | 2 | 0 | | | | | | | | | N | 00 | .42 | 5.07 | 000 | JG |
| OIL MAT BEGINS | COUNTY | 5.07 | H | 1.3 | 20 | | 24 | | 2 | 0 | | | | | | | | | N | 00 | .58 | 5.65 | 000 | JG |
| JC FAS A428 AT LIBBY | | 5.65 | | | | | | | | | | | | | | | | | N | 00 | | 5.65 | 000 | JG |

## FAS A429

Jct. FAP51 near Barview easterly to Jct. FAS A428 near Coos Bay.

| | | | |
|---|---|---|---|
| 0.02 | 0.02 mile east of Cape Arago Highway, FAP51 | 1,200 | 1,200 |
| 0.75 | 0.02 mile east of Wallace Avenue | 640 | 650 |
| 5.52 | 0.02 mile east of Libby Dike Road | 630 | 640 |
| 5.58 | 0.02 mile west of FAS A428 | 910 | 930 |

1980 N.W. Dorian Dr.-N.W. Verde 9158
Dr. (Ontario) Sec. of FAU Rt. 5650
(Gr. & Pav.)

Smead®
No. 2-152-5L
HASTINGS, MN - LOS ANGELES
LOGAN, OH - McGREGOR, TX U. S. A.

CdA 7148 10-3-79

# HIGHWAY DIVISION
# INVOICE

INVOICE NUMBER **134564**

DATE: 6-17-82

YOUR ORDER NUMBER:

SEND REMITTANCE TO:
OREGON STATE HIGHWAY DIVISION
TRANSPORTATION BUILDING
SALEM, OREGON 97310

BILLING REQ. NUMBER: CA 9962

CODE: ØNTARIØ

CREDIT DISTRIBUTION

| | |
|---|---|
| 324.02 | 17,683.10 |
| 323-1988-296-00-000 | 145.81 |
| 323-1074-296-00-000 | 17,537.29 |
| 323-1988-295-00-000 | (145.81) |
| 323-1074-295-00-000 | (17,537.29) |

CITY OF ONTARIO
444 SW 4th STREET
ONTARIO OR 97914

| DESCRIPTION | TOTAL PRICE |
|---|---|
| Final Settlement on N W Dorian DR - N W Vercle Dr<br>Ontario M-5650 (1) | |
| Total Project Cost | $277,837.33 |
| Less: Federal Funds | (212,612.00) |
| State Share of Project Cost | ( 24,428.94) |
| Advance Deposit | ( 22,850.00) |
| Credit for PE Work by City | ( 263.29) |
| AMOUNT DUE FROM CITY | $ 17,683.10 |

110.00

IF YOU HAVE QUESTIONS ON THIS INVOICE, PLEASE CONTACT:
Gary Zehner PH: 1-800-452-7813 EX 8-6514 FOR CORRECTNESS OF CHARGES
OR Diane Galida PH: 1-800-452-7813 EX 8-5035 PREPARER OF INVOICE

734-1150 (6-81)

HIGHWAY DIVISION

# REQUEST FOR OUTSIDE BILLING
(OR ADVANCE DEPOSIT TRANSFER)

INVOICE NUMBER

| DATE | PURCHASE ORDER NUMBER | ☐ PARTIAL ☒ FINAL | PRIOR REQUEST NUMBER | BILLING REQUEST NUMBER |
|---|---|---|---|---|
| 6-10-82 | | | | CA 9962 |

**BILL TO:**

City of Ontario
444 S.W. 4th Street
Ontario, Oregon 97914

CODE

CREDIT DISTRIBUTION 324.02 17,683.10

323-1988-296-00-000 - 145.81
323-1074-296-00-000 17,537.29
323-1988-295-00-000 - (145.81)
323-1074-295-00-000 (17,537.29)

| DESCRIPTION: (Describe the service rendered, location, etc. Refer to agreements, letters and orders by which payer authorized the service.) | TOTAL |
|---|---|
| Final Settlement on N.W. Dorian Dr. - N.W. Verde Dr. Ontario — M-5650(1) | |
| Total Project Cost | 277,837.33 |
| Less Federal Funds | -212,612.00 |
| Less State Share of Project Cost | - 24,428.94 |
| Less Advance Deposit | -22850.00 |
| Less Credit for PE Work by City | - 263.29 |
| Amount due from City | $17,683.10 |

IF YOU HAVE QUESTIONS ON THIS INVOICE, PLEASE CONTACT:
Barry Zehner PH: 1-800-452-7813 Ext 86514 FOR CORRECTNESS OF CHARGES
OR Diane Dalida PH: 1-800-452-7813 Ext 85035 PREPARER OF INVOICE

| | | | |
|---|---|---|---|
| Advance Deposit Amount | $ 22,850.00 | AMOUNT DUE | $ 17,683.10 |
| Advance Deposit Previously Transferred to Highway Fund | $ 22,850.00 | SUBMITTED BY | Diane Dalida |
| Balance | $ — | APPROVED BY | |
| Transfer to Highway Fund | $ — | | |
| Refund Due | $ | | |

734-1191 (9-81)

7-5

OREGON STATE HIGHWAY DIVISION

**ITEMIZED STATEMENT OF FINAL COSTS** **DATE:** 6-7-82

**CITY** ONTARIO **Contract No.** 9158 **Date Completed** 11-5-80

**PROJECT #** M-5650(1) **Section** NW Dorian Dr.-NW Verde Dr., NW 4th Ave.

**PAYMENTS TO CONTRACTOR**

| ITEM | | TOTAL COST |
|---|---|---|
| Preliminary Engineering | | $ 6,107.90 |
| Payment to Contractor | | 246,173.21 |
| Interest Paid Contractor | | 11.98 |
| Construction Engineering | | 25,544.24 |
| TOTAL | | $277,837.33 |
| Less Federal Funds | | 212,612.00 |
| BALANCE | | $ 65,225.33 |
| Less Non-Participating Costs: | | |
| Payment to Contractor | $16,355.48 | |
| Interest Paid Contractor | 11.98 | |
| Construction Engineering | 155.78 | $ 16,523.24 |
| Amount to be shared by State & City | | $ 48,702.09 |
| STATE SHARE: | | |
| 50% of ($48,702.09 + $155.78) | = | $ 24,428.94 |
| CITY SHARE: | | |
| 50% of $48,702.09 + ($16,523.24 - $77.89) | | $ 40,796.39 |
| Less Credit for P.E. Work by City | | 263.29 |
| TOTAL CITY SHARE | | $ 40,533.10 |
| Less City Advance Deposit | | 22,850.00 |
| AMOUNT DUE FROM CITY | | $ 17,683.10 |

**Reference: Billing Form**_____

VICTOR ATIYEH
GOVERNOR

# Department of Transportation
## HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

January 26, 1982

RE ☐ RCE ☐ RME ☐ ROE ☐
RFA ☒
JAN 28 1982
RECEIVED
REGION 5 OFFICE

In Reply Refer to File No.:

Mr. Doug Tietze
Director of Public Works
City of Ontario
444 S.W. 4th Street
Ontario, Oregon 97914

Dear Mr. Tietze:

We couldn't agree with you more, that it is in everyones best interest to expedite the final accounting on local government projects. The delay, between completion of construction and final accounting, is irritating to all local governments.

However, in defense of "Our System", all projects must clear certain hurdles before final accounting can occur. Some of the major time consumers are: 1) State and FHWA inspection and acceptance, 3-6 months; 2) checking of final estimates, 1-2 months; 3) submitting laboratory test reports, 1-6 months; 4) processing final voucher, 3-5 months; and 5) preparing final billing and submitting to local government, 2-4 months. These delays, in varying degrees, are present on every project, depending primarily on the work load of the section responsible for performing the function. Obviously, if each section could immediately take action on their part of the process, the time required could be dramatically reduced, but all projects must take their turn in order to be fair to all!

Project costs, as you are aware, are estimates and will fluctuate until we receive FHWA approval of the final voucher. The final billing you received on the N.W. 4th Avenue project was in error because of improper distribution of liquidated damages and collection of federal funds exceeding the amount available to the City. Our Accounting Section will send a revised voucher to FHWA next week and upon approval we will follow with a revised billing to the City.

I hope I have adequately addressed your concerns and that you can better understand the reasons for the delays in finalling projects. Please call me if you have any questions.

Very truly yours,

D. E. Swan, P.E.
Operation Programming Engineer

GEZ:pf
bcc: Roger Lang - It's unfortunate if the City has concluded, from the material you furnished, that they owe only $777, when in fact their cost could be considerably more after the projects final costs are known.
Jan Peterson, Accounting

Buzz, I concluded the City owed $777 because there was no amount shown as claimed for reimbursement. They claimed $34,650 less credits = $12,315 + (see attached) Roger

Form 734-3122

Informational Summary

NOT · FINAL

Revised 11/4/82
Lang

Project M-5650(1) Contract # 9158

Note: By letter dtd 5/15/81 this project was "locked in" at $212,612 Fed. Funds (81.89%), State 9.055%, City 9.055%

| Item | Total | Fed | State | City |
|---|---|---|---|---|
| P.E. (P) | $ 6,107.90 | $ 5,008.48 | $ 549.71 | $ 549.71 |
| Contr. Paid (P) | 240,556.40 | 197,256.25 | 21,650.08 | 21,650.07 |
| " (N) | 5,616.81 | 0.00 | 0.00 | 5,616.81 |
| Int. (N) | 11.98 | 0.00 | 0.00 | 11.98 |
| Const. Engr's (P) | 24,526.97 | 10,347.27 | 7,089.86 | 7,089.86 |
| " " (N) | 43.74 | 0.00 | 21.87 | 21.87 |
| Proj. Mgmt | 131.65 | 0.00 | 65.82 | 65.83 |
| Outside Lab | 123.20 | 0.00 | 61.60 | 61.60 |
| Const. Office | 532.49 | 0.00 | 266.25 | 266.24 |
| Region Office | 74.13 | 0.00 | 37.07 | 37.06 |
| Pers. Lease | 112.04 | 0.00 | 56.02 | 56.02 |
| Totals | 277,837.33 | 212,612.00 | 29,798.28 | 35,427.05 |

Note: Fed. funds exhausted

Resume' of City Balance

| | |
|---|---|
| Total City Share | $ 35,427.05 |
| Less advance deposit | -22,850.00 |
| Less Credit for work | - 263.29 |
| Apparent Balance Due from City | $ 12,313.76 |

cc Gary Lehner
Doug Tietze

CITY OF Ontario.... THE CAPITAL OF EASTERN OREGON

444 S.W. 4TH ST.
ONTARIO, OREGON
97914

January 8, 1982

Mr. Gary Zehner
Project Management Section
Oregon Dept. of Transportation
State Highway Building
Salem, OR 97310

Dear Mr. Zehner:

We received the billing for the City's share of the N. W. 4th Avenue project in Ontario, F.A.U. Project No. M-5650 (1), dated 12-30-81. Subsequent to that bill I received a call from Roger Lang of the Division V Office informing us that the billing was incorrect due to the limit of F.A.U. Funds available to the City. Roger followed this up with a cost summary which shows the City owing $35,427.05 as our share of the project.

We appreciate Mr. Lang's catching this error on your billing before it got any further, however, it is going to cause us a problem which we feel could have been prevented.

When we initiated this project, the City formed a Local Improvement District to generate the City's share of the funds for the project. We made an advance payment of $22,850.00 on the City's share from budgeted funds. We carried this debt through the duration of the project and charged interest on it.

During the course of the construction of this project and afterwards, the bond market did, and has continued to deteriorate, due the state of economy. The end result of these problems were that the costs to be borne by the property owners in the L.I.D. were steadily rising.

The construction of the project was completed in October of 1980. In the Spring of 1981 we with the help of Mr. Lang began trying to obtain a final cost of the City's share so that we could spread the assessment

and sell the bonds, thus keeping the cost down as much as possible. Finally at the end of May, 1981, Mr. Lang working with the best information he could obtain from your office, gave us an estimate of $31,500 for our share of the final cost and suggested that we increase it by 10% or so, to cover ourselves. Consequently the amount we spread to the L.I.D. was $34,650.00, with the revised share of the project being $35,427.05 this leaves us with a shortfall of $777.00.

The $777.00 is not a lot of money and does not cause us a particular hardship but it is the idea that we made a concerted effort to try to get a good cost figure from your department so that we could save people a little money. As a result of the delay in getting a final cost it now appears the City will have to absorb this $777.00 in an already strained budget. In the future it would seem it be in everyones best interest if you could expedite getting the final accounting out on projects such as this, instead of having over a year's delay.

Very truly yours,

Doug Tietze
Director of Public Works

DT/mdp

cc: Roy Payne, City Manager

Roger Lang

RECEIVED
JAN 2 ?
PROJECT MANAGEMENT SECTION

Revised 11/4/82
Lang

Informational Summary

NOT FINAL

Project M-5620(1) Contract # 9158

Note: By letter of 5/15/81 this project was "locked in" at $212,612 Fed. Funds (81.89%), State 9.055%, City 9.055%

| Item | Total | Fed | State | City |
|---|---|---|---|---|
| P.E. (P) | $ 6,107.90 | $ 5,008.48 | $ 549.71 | $ 549.71 |
| Const. Proj. (P) | 240,556.40 | 197,256.25 | 21,650.07 | 21,650.07 |
| " (I) | 5,616.81 | 0.00 | 0.00 | 5,616.81 |
| Util. (N) | 11.98 | 0.00 | 0.00 | 11.98 |
| Const. Engr. (P) | 24,523.97 | 10,317.27 | ~~7,089.86~~ 1,144.15 | 7,089.86 |
| " " (N) | 43.74 | 0.00 | 21.87 | 21.87 |
| Proj. Mgmt | 131.65 | 0.00 | 65.82 | 65.83 |
| Publication | 123.20 | 0.00 | 61.60 | 61.60 |
| Legal Fees | 74.13 | 0.00 | 37.07 | 37.06 |
| Contingencies | [illegible] | [illegible] | [illegible] | [illegible] |
| Total | ~~277,587.88~~ | ~~212,612.00~~ | ~~22,494.23~~ | ~~35,427.65~~ |
| | | | 26,492.61 | 41,317.76 |

Note: Fed. funds exhausted

Amount of City Bond

Total City Share $41,317.76

Less other deposit -28,850.00

Amount due from City $12,317.76

Attorney Letter

Engineer's Estimate

Project M-5650(1) Contract 9128 Lang 12/30/81

| Item | Total | Fed | State | City |
|---|---|---|---|---|
| P.E. (P) | $ 6107.90 | $ 5,008.48 | $ 549.71 | $ 549.71 |
| Const. (P) | 210,556.40 | 197,256.25 | 21650.08 | 21650.07 |
| " ("N") | 5,616.81 | 0.00 | 0.00 | * 5616.81 |
| " Int(N) | 11.98 | 0.00 | 0.00 | * 11.98 |
| Const Engr(P) | 24,526.99 | 20,112.13 | 2,307.43 | 2,307.43 |
| " " (N) | 43.74 | 0.00 | * 21.87 | * 21.87 |
| Proj. mgmt (P) | 131.65 | 107.96 | 11.85 | 11.84 |
| Outside Lab (P) | 123.20 | 101.02 | 11.09 | 11.09 |
| Const. Office (P) | 532.49 | 436.64 | 47.92 | 47.93 |
| Engin. Office (P) | 74.13 | 60.77 | 6.67 | 6.67 |
| Pers. Leave (N) | 112.04 | 0.00 | * 56.02 | * 56.02 |
| Totals | $ 277,837.33 | $ 225,083.27 | $ 24,562.64 | $ 30,191.42 |

check

*100% City by agreement *50-50 State/City by agreement

Error ... to ... amount participating charges and non-participating charges — Dot E. ... Aug 22

Unclear as to how PE charges were handled — can only assume the amounts shown are correct

City $ ...

Less A. Deposit 22,830.00

Due P.W. ...

Form 734-1191 (Rev. 5/77)

**OREGON STATE HIGHWAY DIVISION**

# REQUEST FOR OUTSIDE BILLING

(OR ADVICE OF CASH TRANSACTION)

| DATE | BILLING REQ. NO. | YOUR ORDER NO. |
|---|---|---|
| 12-23-81 | CC 81-71 | |

**BILL TO:** Code:

City of Ontario

444 S.W. 4th Street

Ontario, Oregon 97914

Attn: Doug Tietze, Director of Public Works

CREDIT DISTRIBUTION

| | |
|---|---|
| 323-1988-295 | $ 291.61 |
| 323-1074-295 | 10,637.97 |

| DESCRIPTION: (Describe the service rendered, location, etc. Refer to agreements, letters and orders by which payer authorized the service.) | QUANTITY | UNIT PRICE | TOTAL PRICE |
|---|---|---|---|
| FINAL BILLING Per Attached Itemized Statement:<br>Federal Aid Urban Project M-5650(1)<br>N.W. Dorian Dr.-N.W. Verde Dr.<br>N.W. 4th Avenue<br>Malheur County<br>Agreement No. 7148<br>Contract No. 9158 | | | |
| TOTAL COST | | | $277,837.33 |
| Less Federal Funds | | | 221,399.46 |
| Less State Share | | | 24,658.29 |
| City Share | | | 31,779.58 |
| City's Advance Deposit: | | $22,850.00 | |
| Credit for Work by City | | 263.29 | $ 23,113.29 |
| (Attach Itemized Statement to Invoice) | | | |

| | |
|---|---|
| Advance Deposit Amount | $ 22,850.00 |
| Advance Deposit Previously Transferred to Highway Fund | $ 20,850.00 |
| Balance | $ 2,000.00 |
| Transfer to Highway Fund | $ 2,000.00 |
| Refund Due | $ - - - - |

Amount Due . . . . . $ 8,666.29

Partial or final request for billing: FINAL

Number of the previous request in connection with this service: CC 81-03

Submitted by:

Gary E. Zehner

Gary E. Zehner

Approved:

D. E. Swan

D. E. Swan

SP*35736-73

**OREGON STATE HIGHWAY DIVISION**

**ITEMIZED STATEMENT OF FINAL COSTS** **DATE:** December 23, 1981

**CITY** ONTARIO **Contract No.** 9158 **Date Completed** 11-5-80

**PROJECT #** M-5650(1) **Section** N.W. Dorian Dr.-N.W. Verde Dr., N.W. 4th Ave.

**PAYMENTS TO CONTRACTOR**

| ITEM | | TOTAL COST |
|---|---|---|
| Preliminary Engineering | | $ 6,107.90 |
| Payment to Contractor | | 247,673.21 |
| Credit for Liquidated Damages | | (1,500.00) |
| Interest Paid Contractor | | 11.98 |
| Construction Engineering | | 24,570.73 |
| Project Management | | 131.65 |
| Outside Laboratory Fee | | 123.20 |
| Construction Section | | 532.49 |
| Region Office | | 74.13 |
| Personal Leave | | 112.04 |
| TOTAL COST | | $277,837.33 |
| Less Federal Funds | | 221,399.46 |
| BALANCE | | $ 56,437.87 |
| Less Non-Participating Costs: | | |
| Payment to Contractor | $7,116.81 | |
| Liquidated Damages (Credit) | (7.50) | |
| Interest Paid Contractor | 11.98 | |
| Construction Engineering | 43.74 | |
| Personal Leave | 112.04 | $ 7,277.07 |
| AMOUNT TO BE SHARED BY STATE & CITY | | $ 49,160.80 |

STATE SHARE:
50% of ($49,160.80 + $155.78) = $24,658.29

CITY SHARE:
50% of $49,160.80 + ($7,277.07 - $77.89) = $31,779.58

**Reference: Billing Form** CC 81-71

CON 5

DATE: August 7, 1981

TO: OREGON TRANSPORTATION COMMISSION

FROM:
H. S. Coulter
State Highway Engineer

SUBJECT: Request for Increase in Project Authorization
NW Dorian Drive-NW Verde Drive (Ontario)
Contract No. 9158

The final contract cost figures show that this federal-aid grading and paving project has exceeded the authorized amount by $16,359.88 or 6.4 percent.

Two major causes for the overrun were increases in the aggregate base and concrete driveway quantities. The aggregate base overran by $5,447 because of additional excavation required to match side street grades. Removal and reconstruction of driveways that didn't match the new street grade caused the concrete driveway item to overrun by $8,120. Other causes included a $3,190 overrun of the fencing item and $2,656 in additional project engineering.

It is recommended that the authorization for this project be increased by $16,359.88 to a new total of $270,294. This matter will be on the consent calendar for your August 18 meeting.

WR:mk md

bcc F. B. Klaboe
R. W. Gormsen
C. T. Keasey
V. E. Skoog
W. E. Schwartz
George Bell

STATE OF OREGON

# INTEROFFICE MEMO

FILE: CON 5 #9158

TO: H. S. Coulter
State Highway Engineer

DATE: August 6, 1981

FROM: O. B. Jackmond
Contract Administration Engineer

SUBJECT: Request for Increase in Project Authorization
N.W. Dorian Dr.-N.W. Verde Dr. (Ontario)
Contract No. 9158

NOTED
H.S.COULTER

The final contract cost figures show that this federal-aid grading and paving project has exceeded the authorized amount by $16,359.88, or 6.4 percent.

Two major causes for the overrun were increases in the aggregate base and concrete driveway quantities. The aggregate base overran by $5,447 because of additional excavation required to match side street grades. Removal and reconstruction of driveways that didn't match the new street grade caused the concrete driveway item to overrun by $8,120. Other causes included a $3,190 overrun of the fencing item and $2,656 in additional project engineering.

Much of the driveway work was performed outside of the R/W and is not eligible for federal or State participation. The City of Ontario will collect from the property owners for this work. The other causes for the project overrun are eligible for participation.

A rough draft letter to the Transportation Commission is attached as is a copy of the Expected Overrun of Project Authorization form.

WR:fr

Att.

cc: W. E. Schwartz
Frank Burnett
Robert Church

RECEIVED
STATE HWY ENGR
AUG 6'81
REFER TO
FOR

| Info | Inves | R/D | D/R | Sign | Act | File |
|---|---|---|---|---|---|---|
| | | | | | | |

STATE OF OREGON

# INTEROFFICE MEMO

TO: Memo to the Files

DATE: May 22, 1981

SUBJECT: Final Job Costs
NW Dorian Dr. - NW Verde Dr.
NW 4th Ave., FAU 5650
Contract No. 9158
City of Ontario

On May 19, at the request of Doug Tietze, Director of Public Works, City of Ontario, I discussed the status of final costs for the above subject project with Gary Zehner, Local Programs Unit. These costs are needed by the City for a Local Improvement District which is to be a part of a bond sale by the City.

Gary contacted the Accounting Section and found it is taking about 1 1/2 months for turn around from FHWA on completed projects. It is apparent final costs on this project cannot be made prior to August 1, 1981. Also, Gary advised me his books show a figure of $31,500 ± as the City's share for the project.

I contacted Doug to advise him of the anticipated date of August 1 for final costs and of the apparent City's share as shown by the Local Program Unit at this time.

Doug indicated they could not wait that long for their bond sale because of market conditions. I suggested that Doug use the $31,500 figure and add 10% (or some figure of their choosing) to cover final costs by the Highway Division and administration by the City in order to proceed with the Local Improvement District costs for inclusion in their bond sale.

Doug indicated he would discuss this matter with the City Manager and would probably proceed with the bond sale under the proposed format.

Roger C. Lang
Region Federal Aid Engineer

RCL/dp
cc: Doug Tietze
D. E. Swan
Don Harwell
P. F. Burnett

KEH

323-1788
323-1094

(MEMORANDUM)

FORM APPROVED BY COMPTROLLER GENERAL, U.S. MAY 12, 1966

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

5-7-81

**VOUCHER FOR WORK PERFORMED UNDER PROVISIONS OF THE FEDERAL AID AND FEDERAL HIGHWAY ACTS, AS AMENDED**

STATE VOUCHER NO.

FHWA VOUCHER NO.

FHWA SCHEDULE NO.

APPROPRIATION

THE UNITED STATES, DR., TO *(Insert official or depositary named in project agreement)*

Treasurer of the State of Oregon

ADDRESS

Capitol Bldg.
Salem, OR 97310

PAID BY

*(For use of Paying Office)*

STATE

Oregon

VOUCHER TYPE *(Check Appropriate Block)*

☐ CURRENT BILLING

☐ OTHER PROGRESS

☒ FINAL VOUCHER (*)

VOUCHER PERIOD — FROM 11/20/79 — TO 5/7/81

FEDERAL AID PROJECT NO.

M-5650(1)

Post

*(*) Use Form FHWA-1447 for Final Voucher for a project constructed under certification acceptance or secondary road procedures (23 U.S.C. 117).*

| TOTAL ACTUAL COST | TOTAL PARTICIPATING COST | PRO-RATA OF PARTICIPATING COST CLAIMED FROM U.S. | TOTAL AMOUNT CLAIMED FROM U.S. | LESS PREVIOUS PAYMENTS | NET AMOUNT CLAIMED |
|---|---|---|---|---|---|
| $271,729.43 | $253,713.69 | 81.83% | $207,613.91 | $207,613.91 | $ 0.00 |
| 5,844.61 | 6,107.90 | 81.83% | 4,998.09 | 4,998.09 | 0.00 |
| $277,574.04 | $259,821.59 | 81.83% | $212,612.00 | $212,612.00 | $ 0.00 |

RECEIVED DIVISION OFFICE — BY — DATE

DIVISION OFFICE REVIEW MADE — BY — DATE 1/26/82

PASSED FOR PAYMENT — BY V.E. Skoog, Controller — DATE

REMARKS Oregon

ONTARIO

PE & CONST- DORIAN DR - VERDE DR.

$0.00

FORM PR-20A
(Rev. 5-78)

PREVIOUS EDITIONS ARE OBSOLETE

STATEMENT OF COSTS INCURRED UNDER PROJECT AGREEMENT

| ITEM NO. | ITEM | QUANTITY | UNIT | UNIT PRICE | AMOUNT | NOTATIONS (Payee must not use this column) |
|---|---|---|---|---|---|---|
| | N.W. Dorian Dr.-N.W. Verde Dr. (Ontario)<br>N.W. 4th Avenue (Ontario)<br>Malheur County | | | | | |
| | Preliminary Engineering | | | | | |
| | Type Code P.E. | | | | | |
| | Work by City of Ontario | All Required | | | $ 2,252.49 | |
| | State | All Required | | | 3,025.82 | |
| | Total Participating P.E. | | | | $ 5,378.31 | |
| | Construction | | | | | |
| | Type Code 6201 | | | | | |
| | Roadway (Sta. 0+00 To Sta. 26 To 1.73) | | | | | |
| | Final Contract Payment Summary | Lump Sum | | | 229,817.73 | |
| | Construction Engineering | | | | | |
| | State | All Required | | | 25,388.46 | |
| | Liquidated Damages | Lump Sum | | | (1,492.50) | |
| | Total Participating Construction Engineering | | | | $ 23,895.96 | |
| | Misc. Project Cost | | | | | |
| | Audit Expense (P.E.) | All Required | | | 229.59 | |
| | Total Participating Cost | | | | $259,821.59 | |
| | Nonparticipating Cost | | | | | |
| | Final Contract Payment Summary | Lump Sum | | | $ 17,655.48 | |
| | Interest on Final Payments | All Required | | | 11.98 | |
| | Liquidated Damages | All Required | | | (7.50) | |
| | Construction Engineering | All Required | | | 155.79 | |
| | Work paid by City of Ontario | All Required | | | (263.29) | |
| | Total Nonparticipating Cost | | | | $ 17,752.45 | |
| | Total Project Cost | | | | $277,574.04 | |
| | Prepared based on Participating Costs as shown on Federal Billing as of 2/4/02. | | | | | |

AMOUNT CARRIED FORWARD .....

(MEMORANDUM)

FORM APPROVED BY COMPTROLLER GENERAL, U.S. MAY 12, 1966

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

ST... E VOUCHER NO.

FHWA VOUCHER NO.

**VOUCHER FOR WORK PERFORMED UNDER PROVISIONS OF THE FEDERAL AID AND FEDERAL HIGHWAY ACTS, AS AMENDED**

APPROPRIATION

FHWA SCHEDULE NO.

THE UNITED STATES, DR., TO *(Insert official or depositary named in project agreement)*

Treasurer of the State of Oregon

PAID BY

ADDRESS

Capitol Bldg.
Salem, OR 97310

*(For use of Paying Office)*

STATE

Oregon

VOUCHER TYPE *(Check Appropriate Block)*

☐ CURRENT BILLING

VOUCHER PERIOD

FROM 11/20/79

TO 5/7/81

☐ OTHER PROGRESS

☒ Post FINAL VOUCHER (*)

FEDERAL AID PROJECT NO.

M-5650(1)

*(*) Use Form FHWA-1447 for Final Voucher for a project constructed under certification acceptance or secondary road procedures (23 U.S.C. 117).*

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| 5,844.61 | 6,107.90 | 81.83% | 4,998.09 | 4,998.09 | 0.00 |
| $277,574.04 | $259,821.59 | 81.83% | $212,612.00 | $212,612.00 | $ 0.00 |

RECEIVED DIVISION OFFICE

BY DATE

DIVISION OFFICE REVIEW MADE

BY DATE 1/26/82

PASSED FOR PAYMENT

BY V.E. Skoog, Controller DATE

REMARKS Oregon

ONTARIO

$0.00

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(Rev. 5-78)

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| | Preliminary Engineering | | | | | |
| | Type Code P.E. | | | | | |
| | Work by City of Ontario | All Required | | | $ 2,852.49 | |
| | State | All Required | | | 3,025.82 | |
| | Total Participating P.E. | | | | $ 5,878.31 | |
| | Construction | | | | | |
| | Type Code 0201 | | | | | |
| | Roadway (Sta. 0+00 To Sta. 26 To 1.73) | | | | | |
| | Final Contract Payment Summary | Lump Sum | | | 229,817.73 | |
| | Construction Engineering | | | | | |
| | State | All Required | | | 25,388.46 | |
| | Liquidated Damages | Lump Sum | | | (1,492.50) | |
| | Total Participating Construction Engineering | | | | $ 23,895.96 | |
| | Misc. Project Cost | | | | | |
| | Audit Expense (P.E.) | All Required | | | 229.59 | |
| | Total Participating Cost | | | | $259,821.59 | |
| | nonparticipating Cost | | | | | |
| | Final Contract Payment Summary | Lump Sum | | | $ 17,855.46 | |
| | Interest on Final Payments | All Required | | | 11.98 | |
| | Liquidated Damages | All Required | | | (7.50) | |
| | Construction Engineering | All Required | | | 155.78 | |
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| | Total Nonparticipating Cost | | | | $ 17,752.45 | |
| | Total Project Cost | | | | $277,574.04 | |
| | Prepared based on Participating Costs as shown on Federal Billing as of 2/4/82. | | | | | |

AMOUNT CARRIED FORWARD .

| DESCRIPTION OF JOB OR DEPARTMENT | PREFIX | FUNCTION | GR | CURRENT MONTH | FISCAL YEAR TO DATE | GRAND TOTAL TO DATE | ACTIVE YRS BEG | ACTIVE YRS END |
|---|---|---|---|---|---|---|---|---|
| NW DORIAN DR-NW VERDE DR | CONT NO 9158 * FA PROJ NOS M | | | 650001 100 | | | | |
| | 323 1074 | 201 | 00 P 1 | Pay Cont. | 10,738.67CR | 229,817.73 | STATE 80 | 82 |
| | 323 1074 | 201 | 00 N 1 | " " | 9,238.67 | 16,355.48 | 81 | 82 |
| | 323 1074 | 203 | 00 P 1 | Cr. Liq Dam | | 1,492.50CR | 80 | 81 |
| | 323 1074 | 203 | 00 N 1 | " " | 1,500.00 | 1,492.50 | 81 | 82 |
| | 323 1074 | 206 | 00 N 1 | Interest | 1,708.39 | 11.98 | 81 | 81 |
| | 323 1074 | 295 | 00 N 9 | Tr City | 5,893.24 | 22,558.39 | 81 | 82 |
| | 323 1074 | 296 | 00 N 9 | " St. | 7,601.63CR | 230,172.30CR | 80 | 82 |
| | 323 1074 | 298 | 00 N 9 | " Loca | | 207,613.91 | 80 | 82 |
| | 323 1074 | 900 | 00 P 1 | [illegible] | | 24,486.23 | 80 | 82 |
| | 323 1074 | 900 | 00 N 1 | [illegible] | | 11.41 | 80 | 82 |
| | 323 1074 | 920 | 00 P 1 | [illegible] | | 131.65 | 80 | 81 |
| | 323 1074 | 943 | 00 P 1 | [illegible] | | 123.20 | 81 | 81 |
| | 323 1074 | 945 | 00 P 1 | [illegible] | | 532.49 | 81 | 81 |
| | 323 1074 | 946 | 00 P 1 | [illegible] | | 74.13 | 81 | 81 |
| | 323 1074 | 948 | 00 P 1 | [illegible] | | 40.76 | 81 | 81 |
| | 323 1074 | 948 | 00 N 1 | | 32.33 | 32.33 | 81 | 81 |
| | 323 1074 | 960 | 00 N 1 | [illegible] | | 112.04 | 81 | 81 |
| | | TOT | P1 | | 10,738.67CR | 253,713.69 | | |
| | | TOT | N1 | | 10,771.00 | 18,015.74 | | |
| | | ** JOB TOTALS ** | | ** | 32.33 ** | 271,729.43 ** | | |
| UP XING LOCUST(NYSSA) | CONT NO | FA PROJ NOS | RRP | 00S024 100 | | | STATE | |
| | 323 1075 | 205 | 01 P 1 | | 2 121.20CR | 9,832.97CR | 81 | 82 |
| | 323 1075 | 270 | 01 P 1 | | 21,212.03 | 98,329.74 | 81 | 82 |
| | 323 1075 | 282 | 02 P 1 | | 6,411.00 | 6,411.00 | 81 | 81 |
| | 323 1075 | 296 | 00 N 9 | | 23,654.19CR | 97,419.21CR | 81 | 82 |
| | 323 1075 | 298 | 00 N 9 | | 23,654.19 | 97,419.21 | 81 | 82 |
| | 323 1075 | 900 | 00 P 1 | | | 11,284.03 | 81 | 81 |
| | 323 1075 | 900 | 00 N 1 | | 8.39 | 8.39 | 81 | 81 |
| | 323 1075 | 900 | 03 P 1 | | 10.11 | 1,274.48 | 81 | 81 |
| | 323 1075 | 915 | 02 P 1 | | 119.11 | 119.11 | 81 | 81 |
| | 323 1075 | 920 | 00 P 1 | | | 18.19 | 81 | 81 |
| | 323 1075 | 948 | 00 P 1 | | 27.94 | 41.51 | 81 | 82 |
| | 323 1075 | 950 | 00 P 1 | | | 597.63 | 81 | 81 |
| | 323 1075 | 950 | 00 N 1 | | | 159.35 | 81 | 81 |
| | | TOT | P1 | | 25,658.99 | 108,243.57 | | |
| | | TOT | N1 | | 8.39 | 167.74 | | |
| | | ** JOB TOTALS ** | | ** | 25,667.38 ** | 108,411.31 ** | | |
| SPRRXING MILL ST SE, SALEM | CONT NO | FA PROJ NOS | RR0000S011 | 100 | | | STATE | |
| | 324 1027 | 270 | 01 P 1 | | | 73,419.90 | 79 | 81 |
| | 324 1027 | 270 | 02 P 1 | | | 52.98 | 81 | 81 |
| | 324 1027 | 296 | 00 N 9 | | | 65,585.00CR | 78 | 81 |
| | 324 1027 | 298 | 00 N 9 | | | 65,585.00 | 78 | 81 |
| | 324 1027 | 900 | 00 P 1 | | | 890.06 | 79 | 81 |

| | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| | 323 | 1988 | 905 | 00 P 1 | | | | | | | |
| | | | TOT | P1 | | | | | | | |
| | | | ** JOB TOTALS ** | | | | | | | | |
| UPRR XING @ LOCUST AV-NYSSA | CONT NO | | FA PROJ NOS RRP 00S024 100 | | | | | | | | STATE |
| | 323 | 1980 | 296 | 00 N 9 | | | | | | | |
| | 323 | 1980 | 298 | 00 N 9 | | | | | | | |
| | 323 | 1980 | 905 | 00 P 1 | | | | | | | |
| | 323 | 1980 | 922 | 00 P 1 | | | | | | | |
| | | | TOT | P1 | | | | | | | |
| | | | ** JOB TOTALS ** | | | | | ** | | | |
| DORIAN D(ONTARIO)-VERNE D | CONT NO | | * FA PROJ NOS M 650001 100 | | | | | | | | STATE |
| | 323 | 1988 | 294 | 00 N 1 | | | | | | | |

TOTAL TO DATE JOB COST SUMMARY — FEBRUARY 1982 — PAGE 607

| DESCRIPTION OF JOB OR DEPARTMENT | PREFIX | | FUNCTION | GR | CURRENT MONTH | FISCAL YEAR TO DATE | GRAND TOTAL TO DATE | |
|---|---|---|---|---|---|---|---|---|
| | 323 | 1988 | 295 | 00 N 9 | | 291 61 | 291 61 | |
| | 323 | 1988 | 296 | 00 N 9 | | 291 | [illegible] | |
| | 323 | 1988 | 298 | 00 N 9 | | | [illegible] | |
| | [illegible] | | | | | | [illegible] | |
| | [illegible] | | | | | | [illegible] | |
| | 323 | 1988 | 905 | 00 P 1 | | | 553 04 | |
| | 323 | 1988 | 910 | 00 P 1 | | | [illegible] | |
| | 323 | 1988 | 911 | 00 P 1 | | | [illegible] | |
| | 323 | 1988 | 914 | 00 P 1 | | | [illegible] | |
| | 323 | 1988 | 915 | 00 P 1 | | | [illegible] | |
| | 323 | 1988 | 920 | 00 P 1 | | | [illegible] | |
| | 323 | 1988 | 921 | 00 P 1 | | | 26 9 | |
| | 323 | 1988 | 922 | 00 P 1 | | | [illegible] | |
| | 323 | 1988 | 923 | 00 P 1 | | | [illegible] | |
| | | | TOT | P1 | | | [illegible] | |
| | | | TOT | M1 | | | [illegible] | |
| | | | ** JOB TOTALS ** | | ** | | [illegible] | |
| OR ELECTRIC RRXING-SALEM | CONT NO | | FA PROJ NOS RRS 724001 100 | | | | | |
| | 324 | 1908 | 296 | 00 N 9 | | | 638 33 | |
| | 324 | 1908 | 298 | 00 N 9 | | | 538 62 | |
| | 324 | 1908 | 901 | 00 P 1 | | | 55 61 | |
| | 324 | 1908 | 905 | 00 P 1 | | | 100 38 | |
| | 324 | 1908 | 914 | 00 P 1 | | | 14 64 | |
| | 324 | 1908 | 920 | 00 P 1 | | | 709 25 | |
| | | | TOT | P1 | | | 709 25 | ** |
| | | | ** JOB TOTALS ** | | ** | | | |

[illegible] * FA PROJ NOS M 362001 100

| PREFIX | GRP | FL | FED AID PROJ | AGREEMENT AMOUNT | TOTAL COSTS TO DATE | PARTIC. AMOUNT | % OF PARTIC. | FEDERAL SHARE | AMOUNT PREV. CLAIMED | ADJUSTMENT AND CODE | AMOUNT OF THIS VOUCHER |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 236-1961 | 1* | M | -4430-001 | 21,327.52 | 25,304.50 | 24,865.94 | 85.77 | 21,327.52 | 21,327.52 | | |
| | | PROJ | TOTALS | 302,333.48 | 344,594.18 | 343,539.06 | | 302,333.48 | 302,333.48 | | |
| 336-1963 | 1 | M | -4545-001 | 7,710.00 | 13,122.15 | 13,111.46 | 85.77 | 11,245.70 | 7,710.00 | 3,535.70 B | |
| 331-1947 | 1* | M | -4620-001 | 15,710.10 | 17,815.94 | 17,815.94 | 88.18 | 15,710.10 | 15,710.10 | | |
| 331-1012 | 1 | M | -4620-002 | 198,475.00 | 6,637.15 | 6,637.15 | 88.15 | 5,850.65 | 5,248.61 | | 602.04 |
| 331-1012 | 8 | M | -4620-002 | 35,000.00 | 1,077.07 | 1,077.07 | 88.15 | 949.44 | 843.20 | | 106.24 |
| | | PROJ | TOTALS | 233,475.00 | 7,714.22 | 7,714.22 | | 6,800.09 | 6,091.81 | | 708.28 |
| >331-2509 | 1 | M | -4645-002 | 12,414.00 | 15,674.74 | 15,623.71 | 85.80 | 13,405.14 | 12,414.00 | 991.14 B | |
| >331-1098 | 2 | M | -4645-003 | 185,570.00 | 214,287.82 | 214,169.98 | 85.77 | 183,693.59 | 183,693.59 | | |
| 301-1004 | 1* | M | -4950-001 | 56,519.23 | 68,994.72 | 69,069.08 | 81.83 | 56,519.23 | 56,519.23 | | |
| 301-1961 | 1* | M | -4950-001 | 1,130.55 | 1,381.58 | 1,381.58 | 81.83 | 1,130.55 | 1,130.55 | | |
| | | PROJ | TOTALS | 57,649.78 | 70,376.30 | 70,450.66 | | 57,649.78 | 57,649.78 | | |
| 334-1082 | 1* | M | -5020-002 | 194,512.91 | 226,705.02 | 223,169.26 | 85.80 | 191,479.23 | 191,479.23 | | |
| 324-1990 | 1 | M | -5241-001 | 7,046.00 | 736.39 | 736.39 | 88.18 | 649.35 | 649.35 | | |
| 324-1915 | 1 | M | -5262-001 | 44,608.00 | 49,839.14 | 49,759.79 | 85.80 | 42,693.90 | 42,693.90 | | |
| 324-2521 | 1 | M | -5262-002 | 10,578.20 | 8,047.70 | 8,047.70 | 85.77 | 6,902.51 | 6,902.51 | | |
| 324-1988 | 1 | M | -5301-001 | 16,306.00 | 14,559.09 | 15,063.07 | 88.15 | 13,278.10 | 13,278.10 | | |
| 324-1059 | 1 | M | -5301-002 | 208,421.00 | 227,977.55 | 227,128.73 | 88.18 | 200,282.11 | 199,996.63 | | 285.48 |
| 322-1984 | 1 | M | -5425-001 | 1,827.12 | 2,078.48 | 2,072.74 | 88.15 | 1,827.12 | 1,827.12 | | |
| 323-1074 | 1* | M | -5650-001 | 207,613.91 | 271,729.43 | 253,713.69 | 81.83 | 207,613.91 | 207,613.91 | | |
| 323-1988 | 1* | M | -5650-001 | 4,998.09 | 5,844.61 | 6,107.90 | 81.83 | 4,998.09 | 4,998.09 | | |
| | | PROJ | TOTALS | 212,612.00 | 277,574.04 | 259,821.59 | | 212,612.00 | 212,612.00 | | |
| 336-2513 | 1 | M | -5885-002 | 7,933.00 | 8,675.02 | 8,675.02 | 88.10 | 7,642.69 | 7,642.69 | | |
| 327-1097 | 1 | M | -6120-001 | 335,178.00 | 536,537.00 | 534,556.97 | 66.10 | 353,342.16 | 335,178.00 | 18,164.16 B | |
| 327-1097 | 8 | M | -6120-001 | 1,400.00 | 29,468.94 | 29,432.10 | 81.80 | 24,075.46 | 1,400.00 | 22,675.46 B | |
| 327-1957 | 1 | M | -6120-001 | 35,336.00 | 40,725.82 | 40,621.55 | 85.77 | 34,841.10 | 34,841.10 | | |
| | | PROJ | TOTALS | 371,914.00 | 606,731.76 | 604,610.62 | | 412,258.72 | 371,419.10 | 40,839.62 | |
| 327-2518 | 1 | M | -6120-002 | 29,970.00 | 2,251.46 | 2,251.46 | 88.15 | 1,984.66 | 1,984.66 | | |
| 320-1024 | 1* | M | -6560-001 | 245,114.46 | 278,715.32 | 277,970.58 | 88.18 | 245,114.46 | 245,114.46 | | |

9158

(MEMORANDUM)

FORM APPROVED BY COMPTROLLER GENERAL, U.S. MAY 12, 1966

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

5-7-81

S E VOUCHER NO.

FHWA VOUCHER NO.

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THE UNITED STATES, DR., TO *(Insert official or depositary named in project agreement)*

Treasurer of the State of Oregon

PAID BY

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Capitol Bldg.
Salem, OR 97310

*(For use of Paying Office)*

STATE

Oregon

VOUCHER TYPE *(Check Appropriate Block)*

☐ CURRENT BILLING

VOUCHER PERIOD — FROM 11/20/79 — TO 5/1/81

☐ OTHER PROGRESS

☒ FINAL VOUCHER (*)

FEDERAL AID PROJECT NO.

M-3650(1)

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|---|---|---|---|---|---|
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| 5,844.61 | 6,107.90 | 81.83% | 4,998.09 | 4,998.09 | 0.00 |
| $277,541.71 | $270,560.26 | 81.83% | $221,399.46 | $221,399.46 | $ 0.00 |

RECEIVED DIVISION OFFICE — BY — DATE

DIVISION OFFICE REVIEW MADE — BY — DATE

PASSED FOR PAYMENT — BY — DATE

REMARKS

Oregon — 7/27/81 V.L. Skoog, Controller

$ 0.00

To Type
12-22-81

FORM PR-20A
(Rev. 5-78)

PREVIOUS EDITIONS ARE OBSOLETE

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|---|---|---|---|---|---|---|
| | **N.W. Dorian Dr.-N.W. Verde Dr. (Ontario)<br>N.W. 4th Avenue (Ontario)<br>Malheur County** | | | | | |
| | **Preliminary Engineering** | | | | | |
| | Type Code P.E. | | | | | |
| | Work by City of Ontario | | All Required | | $ 2,852.49 | |
| | State | | All Required | | 3,025.82 | |
| | Total Participating P.E. | | | | $ 5,878.31 | |
| | **Construction** | | | | | |
| | Type Code 6201 | | | | | |
| | Roadway (Sta. 0+00 To Sta. 26 To 1.73) | | | | | |
| | Final Contract Payment Summary | | Lump Sum | | 240,556.40 | |
| | **Construction Engineering** | | | | | |
| | State | | All Required | | 25,388.46 | |
| | Liquidated Damages | | Lump Sum | | (1,492.50) | |
| | Total Participating Construction Engineering | | | | $ 23,895.96 | |
| | **Misc. Project Cost** | | | | | |
| | Audit Expense (P.E.) | | All Required | | 229.59 | |
| | Total Participating Cost | | | | $270,560.26 | |
| | **Nonparticipating Cost** | | | | | |
| | Final Contract Payment Summary | | Lump Sum | | $ 7,116.81 | |
| | Interest on Final Payment | | All Required | | 11.98 | |
| | Liquidated Damages | | All Required | | (7.50) | |
| | Construction Engineering | | All Required | | 123.45 | |
| | Work paid by City of Ontario | | All Required | | (263.29) | |
| | Total Nonparticipating Cost | | | | $ 6,981.45 | |
| | Total project Cost | | | | $277,541.71 | |
| | Prepared based on Participating Costs as shown on Federal Billing as of 7/30/81. | | | | | |

AMOUNT CARRIED FORWARD .

| | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| | 323 | 1980 | 922 | 00 | P | 1 | | | | |
| | | | TOT | P1 | | | | | | |
| | | | ** JOB TOTALS ** | | | | ** | ** | | ** |

DORION DX(ONTARIO)-VERNE D — CONT NO — * FA PROJ NOS N 660001 100 — STATE

| | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| | 323 | 1908 | 294 | 00 | N | 1 | | | | |
| | 323 | 1908 | 296 | 00 | N | 9 | | | | |
| | 323 | 1908 | 298 | 00 | N | 9 | | | | |
| | 323 | 1908 | 901 | 00 | P | 1 | | | | |
| | 323 | 1908 | 903 | 00 | P | 1 | | | | |
| | 323 | 1908 | 905 | 00 | P | 1 | | | | |
| | 323 | 1908 | 910 | 00 | P | 1 | | | | |
| | 323 | 1908 | 911 | 00 | P | 1 | | | | |
| | 323 | 1908 | 914 | 00 | P | 1 | | | | |
| | 323 | 1908 | 915 | 00 | P | 1 | | | | |
| | 323 | 1908 | 920 | 00 | P | 1 | | | | |
| | 323 | 1908 | 921 | 00 | P | 1 | | | | |
| | 323 | 1908 | 922 | 00 | P | 1 | | | | |
| | 323 | 1908 | 923 | 00 | P | 1 | | | | |
| | | | TOT | P1 | | | | | | |
| | | | TOT | N1 | | | | | | |
| | | | ** JOB TOTALS ** | | | | ** | ** | | ** |

OR ELECTRIC RRXING-SALEM — CONT NO — FA PROJ NOS RRS 724001 100 — STATE

| | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| | 324 | 1908 | 296 | 00 | N | 9 | | | | |

TOTAL TO DATE JOB COST SUMMARY — SEPTEMBER 1931 — PAGE 519

| DESCRIPTION OF JOB OR DEPARTMENT | PREFIX | | FUNCTION | | | GR | CURRENT MONTH | FISCAL YEAR TO DATE | |
|---|---|---|---|---|---|---|---|---|---|
| | 324 | 1908 | 296 | 00 | N | 9 | | | |
| | 324 | 1908 | 901 | 00 | P | 1 | | | |
| | 324 | 1908 | 905 | 00 | P | 1 | | | |
| | 324 | 1908 | 914 | 00 | P | 1 | | | |
| | 324 | 1908 | 920 | 00 | P | 1 | | | |
| | | | TOT | P1 | | | | | |
| | | | ** JOB TOTALS ** | | | | ** | ** | ** |

FRONT ST (WOODBRN)-HWY 99E — CONT NO — * FA PROJ NOS M 262001 100 — STATE

| | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| | 324 | 1915 | 296 | 00 | N | 9 | | | | |
| | 324 | 1915 | 298 | 00 | N | 9 | | | | |
| | 324 | 1915 | 298 | 00 | N | 9 | | | | |
| | 324 | 1915 | 901 | 00 | P | 1 | | | | |
| | 324 | 1915 | 901 | 00 | N | 1 | | | | |
| | 324 | 1915 | 905 | 00 | P | 1 | | | | |
| | 324 | 1915 | 905 | 00 | P | 1 | | | | |
| | 324 | 1915 | 907 | 00 | P | 1 | | | | |
| | 324 | 1915 | 909 | 00 | P | 1 | | | | |
| | 324 | 1915 | 910 | 00 | P | 1 | | | | |

| | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | TOT | P1 | | | | 2.74CR | | 2.74 | | |
| | | | TOT | N1 | | | | | | | | |
| | | | ** JOB TOTALS ** | | | ** | | ** | | 991.15 | ** | |
| NW DORIAN DR-NW VERDE DR | CONT NO 9158 | | FA PROJ NOS M | | 650001 100 | | | | | | STATE | |
| | 323 | 1074 | 201 | 00 | P 1 | Pay contr. | | | | 240,556.40 | 80 | 81 |
| | 323 | 1074 | 201 | 00 | N 1 | " | | | | 7,116.81 | 81 | 81 |
| | 323 | 1074 | 203 | 00 | P 1 | ~~Pay Lo Govt~~ Liquidated Damages | | | | 1,492.[illegible]CR | 80 | 81 |
| | 323 | 1074 | 203 | 00 | N 1 | " " | | | | 7.[illegible]CR | 81 | 81 |
| | 323 | 1074 | 206 | 00 | N 1 | Interest | | | | 11.[illegible] | 81 | 81 |
| | 323 | 1074 | 295 | 00 | N 9 | Tr. City | | | | 20,[illegible].00 | 81 | 81 |
| | 323 | 1074 | 296 | 00 | N 9 | " St. | | 1,185.83CR | | 237,231.37CR | 80 | 81 |
| | 323 | 1074 | 298 | 00 | N 9 | " Fed. | | 1,185.83 | | 216,401.37 | 80 | 81 |
| | 323 | 1074 | 900 | 00 | P 1 | Const. Engr. | | | | 24,[illegible].23 | 80 | 81 |
| | 323 | 1074 | 900 | 00 | N 1 | " | | | | 11.41 | 80 | 81 |
| | 323 | 1074 | 920 | 00 | P 1 | P.M. | | | | 131.65 | 80 | 81 |
| | 323 | 1074 | 943 | 00 | P 1 | Outside Lab. Fee | | | | 123.20 | 81 | 81 |
| | 323 | 1074 | 945 | 00 | P 1 | Const. Sec. | | | | 532.49 | 81 | 81 |
| | 323 | 1074 | 946 | 00 | P 1 | Region | | | | 74.13 | 81 | 81 |
| | 323 | 1074 | 948 | 00 | P 1 | Const. Engr. | | | | 40.76 | 81 | 81 |

TOTAL TO DATE JOB COST SUMMARY — SEPTEMBER 1981 — PAGE 162

| DESCRIPTION OF JOB OR DEPARTMENT | PREFIX | | FUNCTION | | GR | CURRENT MONTH | FISCAL YEAR TO DATE | GRAND TOTAL TO DATE | ACTIVE BEG | ACTIVE END |
|---|---|---|---|---|---|---|---|---|---|---|
| | 323 | 1074 | 948 | 00 | N 1 | Const. Engr | 32.33 | [illegible] | 81 | 81 |
| | 323 | 1074 | 960 | 00 | N 1 | Personal Leave | | 264,[illegible] | | |
| | | | TOT | P1 | | | 32.33 | 7,[illegible].07 | | |
| | | | TOT | N1 | | | | | | |
| | | | ** JOB TOTALS ** | | | ** | 32.33 ** | 271,729.43 ** | | |
| UP XING LOCUST(NYSSA) | CONT NO | | FA PROJ NOS RRP 005024 100 | | | | | | STATE | |
| | 323 | 1075 | 205 | 01 | P 1 | | 288.69CR | 8,[illegible]CR | 81 | 81 |
| | 323 | 1075 | 205 | 02 | P 1 | | 641.10CR | [illegible]CR | 81 | 81 |
| | 323 | 1075 | 270 | 01 | P 1 | | 2,[illegible].92 | 80,[illegible] | 81 | 81 |
| | 323 | 1075 | 282 | 02 | P 1 | | 6,411.00 | 6,[illegible] | 81 | 81 |
| | 323 | 1075 | 296 | 00 | N 9 | 11.98CR | 8,113.50CR | 81,[illegible]CR | 81 | 81 |
| | 323 | 1075 | 298 | 00 | N 9 | 11.98 | 8,113.50 | 81,[illegible] | 81 | 81 |
| | 323 | 1075 | 900 | 00 | P 1 | | | 11,[illegible] | 81 | 81 |
| | 323 | 1075 | 900 | 00 | N 1 | | 8.39 | [illegible] | 81 | 81 |
| | 323 | 1075 | 500 | 03 | P 1 | | 10.11 | 1,[illegible] | 81 | 81 |
| | 323 | 1075 | 920 | 00 | P 1 | | | 13.19 | 81 | 81 |
| | 323 | 1075 | 948 | 00 | P 1 | | 13.31 | [illegible] | 81 | 81 |
| | 323 | 1075 | 960 | 00 | P 1 | | | [illegible] | 81 | 81 |
| | 323 | 1075 | 950 | 00 | N 1 | | | 90,[illegible] | | |
| | | | TOT | P1 | | | 8,391.55 | [illegible] | | |
| | | | TOT | N1 | | | 8.39 | [illegible] | | |
| | | | ** JOB TOTALS ** | | | ** | 8,399.94 ** | 91,143.87 ** | | |

| TO BE COMPLETED BY FHWA | U.S. DEPARTMENT OF TRANSPORTATION<br>FEDERAL HIGHWAY ADMINISTRATION | to<br>Oregon |
|---|---|---|
| MONTHLY TRANSACTION NUMBER<br>5-55 | | County<br>Malhuer |
| PROJECT REPORT NUMBER | MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT | Project Number<br>M-5650(1) |
| MODIFICATION NUMBER<br>1 | | |

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on July 23, 19 80, is hereby modified as follows:

| | Former amount | Revised amount |
|---|---|---|
| Estimated total cost of project | $ 259,918.00 | $ 272,300.00 |
| Federal funds | $ 212,612.00 | $ 222,740.00 |
| Other revisions | | |

This modification is made for the following reasons: To include increase in construction costs & construction engineering costs.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 6th day of May, 19 81.

OREGON STATE HIGHWAY DIVISION
*(Official name of Highway Agency)*

By _____

Asst. State Highway Engineer
*(Title)*

XX By For: H.S. Coulter

State Highway Engineer
*(Title)*

By _____

*(Title)*

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By _____
*(Division Administrator)*

For: Dale E. Wilken

Form PR-2A
(Rev. 10-75)

Previous editions are obsolete

Oregon State Highway Division
Salem, Oregon April 7 1981

Federal Aid Project
No. M-5650(1)

Gen. File

N.W. Dorian Dr. - N.W. Verde Dr. (Ontario)
N.W. 4th Avenue (Ontario)
Malhuer County

REVISED PROJECT AGREEMENT ESTIMATE

Type Code PE
Preliminary Engineering

| | | | |
|---|---|---|---|
| Preliminary Engineering | | All Required | $ 7,800.00 |

Type Code 6201
Roadway (Sta. 0+00 to Sta. 26+01.73)

| | | | |
|---|---|---|---|
| Subtotal of previous estimate of July 15, 1980 | | | $ 222,130.50 |
| Previous Estimate | | | |
| General Excavation | 6,060 Cu. Yd. | 2.50 | $ 15,150.00 |
| 1"-0 Aggregate Base | 5,520 Cu. Yd. | 7.00 | 38,640.00 |
| Concrete Walks | 1,880 Sq. Yd. | 8.55 | 16,074.00 |
| | | | $ 69,864.00 |
| Revised Estimate | | | |
| General Excavation | 6,834 Cu. Yd. | 2.50 | $ 17,085.00 |
| 1"-0 Aggregate Base | 6,298 Cu. Yd. | 7.00 | 44,086.00 |
| Concrete Walks | 2,129 Cu. Yd. | 8.55 | 18,202.95 |
| | | | $ 79,373.95 |
| | | Increase | $ 9,509.95 |
| | | SUBTOTAL | 231,640.45 |
| | | Engineering | 32,859.00 |
| | | TOTAL | $ 264,500.00 |

Length of project ---------- 0.493 mi.
Cost of Roadway Per Mile ----$536,511.16

SUMMARY OF FUNDS

| Description | Total Cost | Fed. Funds | State Funds | City Funds |
|---|---|---|---|---|
| Preliminary Engineering | $ 7,800.00 | $ 6,380.00 | $ 710.00 | $ 710.00 |
| Roadway | 264,500.00 | 216,360.00 | 24,070.00 | 24,070.00 |
| TOTAL | $272,300.00 | $222,740.00 | $ 24,780.00 | $24,780.00 |

Group 1-100%
Contract No. 9158
Prefix 323-1988
Prefix 323-1074

Form Approved; O.M.B. No. 04-R2089

| TO BE COMPLETED BY FHWA<br>MONTHLY TRANSACTION NO.<br>5-74 | U. S. DEPARTMENT OF TRANSPORTATION<br>FEDERAL HIGHWAY ADMINISTRATION<br>**FEDERAL-AID PROJECT AGREEMENT**<br>72-80 | STATE<br>Oregon<br>COUNTY<br>Malheur<br>PROJECT NO.<br>M-5650(1) |
|---|---|---|

The State, through its Highway Agency, having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

N.W. Dorian Dr.-N.W. Verde Dr. (Ontario)

| PROJECT CLASSIFICATION OR PHASE OF WORK | EFFECTIVE DATE OF AUTHORIZATION | APPROXIMATE LENGTH *(Miles)* |
|---|---|---|
| HIGHWAY PLANNING AND RESEARCH (HP & R) | | |
| PRELIMINARY ENGINEERING | 11-20-79 | 0.493 |
| RIGHTS-OF-WAY | | |
| CONSTRUCTION | 6-4-80 | 0.493 |
| OTHER *(Specify)* | | |

FUNDS Pro Rata 81.80%

| ESTIMATED TOTAL COST OF PROJECT | FEDERAL FUNDS |
|---|---|
| $ 259,918.00 | $ 212,612.00 |

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
*(Official name of Highway Agency)*

By _____

Asst. State Highway Engineer
*(Title)*

xxx For: H. S. Coulter
By _____

State Highway Engineer
*(Title)*

By _____

*(Title)*

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By _____
*(Division Engineer)*

For: G. L. Green

Date executed by Division Engineer 7-23-80

Form PR-2 (Rev. 4-75) PREVIOUS EDITIONS ARE OBSOLETE

## AGREEMENT PROVISIONS

**1. RESPONSIBILITY FOR WORK**

a. Except for projects constructed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

b. With regard to projects performed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in accordance with the terms of its approved Certification, or exceptions thereto as may have been approved by the Federal Highway Administration.

**2. HIGHWAY PLANNING AND RESEARCH (HP&R) PROJECT.** The State highway agency will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

**3. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY.** In the event that actual construction of a road on this right-of-way is not undertaken by the close of the tenth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

**4. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES.** In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

**5. INTERSTATE SYSTEM PROJECT.** (a) The State highway agency will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway agency will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway agency will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

**6. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT.** (a) This project authorized pursuant to 23 U.S.C. 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system in which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway agency, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 U.S.C. 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

**7. STAGE CONSTRUCTION.** The State highway agency agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHTO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation.

**8. BOND ISSUE PROJECT.** Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 U.S.C. 122, for retiring maturities of the principal indebtedness of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by 23 CFR Part 140, Subpart F, and Volume 1, Chapter 4, Section 8 of the Federal-Aid Highway Program Manual or the alternative State procedure set forth in the State's Certificate, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway agency for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

**9. SPECIAL HIGHWAY PLANNING AND RESEARCH PROJECT.** The State Highway agency hereby authorizes the Federal Highway Administration to charge the State's pro rata share of costs incurred against funds apportioned to the State under 23 U.S.C. 307(c), as amended. In the event a project is financed with both Federal-aid funds and State matching funds, the State agrees to advance to The Federal Highway Administration the State matching funds for its share of the estimated cost. For a National Pooled Fund study, the State hereby assigns its responsibility for the work to the Federal Highway Administration. For an Intra-Regional Cooperative Study, the State hereby assigns its responsibility for the work to the lead State for the study.

**10. PARKING REGULATION AND TRAFFIC CONTROL.** The State highway agency will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the local unit of Government referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration, unless the State determines, and the Division Engineer concurs, that the local unit of Government has a functioning traffic engineering unit with the demonstrated ability to apply and maintain sound traffic operations and control.

Oregon State Highway Division
Salem, Oregon, July 15, 1980

Federal Aid Project
No. M-5650(1)

N.W. Dorian Dr.-N.W. Verde Dr. (Ontario)
N.W. 4th Avenue (Ontario)
Malheur County

Project agreement estimate.

Type Code P.E.

| | | | |
|---|---|---|---|
| Preliminary Engineering | All Required | | $ 7,800.00 |

Type Code 6201
Roadway (Sta. 0+00 to Sta. 26+0.1.73)

| | | | |
|---|---|---|---|
| Mobilization | All Required | | $ 7,655.00 |
| Removal of Structures and Obstructions | All Required | | 4,250.00 |
| General Excavation | 6,060 Cu.Yd. | 2.50 | 15,150.00 |
| Watering | 150 M-gal. | 8.00 | 1,200.00 |
| 1"-0 Aggregate Base | 5,520 Cu.Yd. | 7.00 | 38,640.00 |
| Class "B" Asphalt Concrete | 2,060 Ton | 28.00 | 57,680.00 |
| 8-inch Sewer Pipe | 462 Lin.Ft. | 8.25 | 3,811.50 |
| 12-inch Sewer Pipe | 490 Lin.Ft. | 15.00 | 7,350.00 |
| 15-inch Sewer Pipe | 974 Lin.Ft. | 17.50 | 17,045.00 |
| 24-inch Sewer Pipe | 60 Lin.Ft. | 24.00 | 1,440.00 |
| 48-inch Sewer Pipe | 155 Lin.Ft. | 90.00 | 13,950.00 |
| Concrete Manholes | 11 Each | 800.00 | 8,800.00 |
| Concrete Inlets | 11 Each | 335.00 | 3,685.00 |
| Concrete Walks | 1,880 Sq.Yd. | 8.55 | 16,074.00 |
| Concrete Driveways | 280 Sq.Yd. | 13.95 | 3,906.00 |
| Concrete Curbs | 4,920 Lin.Ft. | 3.55 | 17,466.00 |
| Extra for Asphalt Approaches | 8 Each | 200.00 | 1,600.00 |
| Salvaging and Reinstalling Fence | 170 Lin.Ft. | 5.00 | 850.00 |
| Adjusting Manholes | 11 Each | 28.00 | 308.00 |
| Adjusting Boxes | 13 Each | 90.00 | 1,170.00 |
| | | | $222,030.50 |

| | | |
|---|---|---|
| Anticipated Items<br>Temporary Erosion Control | All Required | 100.00 |
| | Subtotal | $222,130.50 |
| | Engineering | 29,987.50 |
| | Total | $252,118.00 |

Length of Project - - - - - 0.493 Mi.
Cost of Roadway Per Mile- - $511,395.54

Oregon State Highway Division
Salem, Oregon, July 15, 1980

Federal Aid Project
No. M-5650(1)

Summary of Funds (81.8% Clause "A")

| Description | Total Cost | Federal Funds | State Funds | City Funds |
|---|---|---|---|---|
| Preliminary Engineering | $ 7,800 | $ 6,380 | $ 710 | $ 710 |
| Roadway | 252,118 | 206,232 | 22,943 | 22,943 |
| Total | $259,918 | $212,612 | $23,653 | $23,653 |

Group 1 - 100%
Conract No. 9158
Prefix 323-1988
Prefix 323-1074

Oregon State Highway Division
Salem, Oregon, July 15, 1980

Federal Aid Project
No. M-5650(1)

N.W. Dorian Dr.-N.W. Verde Dr. (Ontario)
(nonparticipating - state work)

| | | | |
|---|---|---|---|
| Setting Mailbox Posts | 32 Each | 50.00 | $1,600.00 |

STATE COPY

☆U.S. GOVERNMENT PRINTING OFFICE: 1974 — 732 - 648

cy: State (H S Coulter)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

**FINAL ACCEPTANCE REPORT**

| REGION NO. | REPORT NO. | COUNTY | DIVISION |
|---|---|---|---|
| 10 | 2 | Malheur | Oregon |
| **DATE OF REPORT** | **REPORT MADE BY** | | **PROJECT NO.** |
| 5-1-81 | David B. Carter, Area Engineer | | M-5650(1) |
| **COMPLETION DATE** | **ACCEPTANCE DATE BY CONTRACT AGENCY** | **TIME ELAPSED** | **CONTRACT TIME** |
| 9-5-80 | 3-5-81 | $\frac{110}{100} = 110\%$ | 100 calendar days |
| **APPROVED EXTENSIONS** | **LOCATION** | | |
| 10 calendar days | City Street, City of Ontario, Malheur County, Oregon | | |

*The PR-47, Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds, has been submitted.
*A copy of the State's materials certificate is attached to the Division office copy of this report.
There is compliance with section 1.23 of the Regulations pertaining to encroachments on the right-of-way.

**REMARKS:** *The project has been completed in reasonably close conformity with the approved plans and specifications including authorized changes and extra work.*

NW. DORIAN DR.-NW. VERDE DR. (ONTARIO) SECTION
FAU-5650 (NW. 4th AVE.)
Grading & Paving

This project provided for the improvement of the above section of NW. 4th Avenue. The work included subgrade reconstruction, aggregate base, asphalt concrete pavement, concrete curbs, sidewalks and driveways.

The final amount of the original contract items was $245,807.56, which is a 9.9 percent overrun of the contract bid amount of $223,630.50. The final cost of the project, including all changes and engineering, was $269,696.01.

A final inspection of the completed work was made on January 27, 1981. See this inspection report for a discussion of the 10 calendar day time extension.

All participating work has been completed.

*NOTE: Not applicable for direct federal projects.

| ACCEPTANCE OF PROJECT IS RECOMMENDED | | ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION | |
|---|---|---|---|
| SIGNATURE Original Signed By D. B. Carter David B. Carter | | SIGNATURE G. K. Hossner | |
| TITLE Area Engineer | DATE 5/7/81 | TITLE Field Operations Engineer | DATE 5/7/81 |

FORM FHWA-1446 B (12-73) FORMERLY PR-33E

Previous Editions of PR-33E Will Not Be Used.

File

REPORT OF ACTION UNDER DELEGATED AUTHORITY BY

ASSISTANT STATE HIGHWAY ENGINEER

On behalf of the Commission and under authority delegated to me to accept contracts completed according to specifications, I accepted the following:

| Contractor and Contract No. | Section and County | Acceptance Date |
|---|---|---|
| Morse Bros., Inc. No. 9175 | Falls City (N. Main St.) Polk County | February 9, 1981 |
| R. A. Hatch Co. No. 8860 | Ross Island Br.-SE 50th St. (Portland) Multnomah County | February 9, 1981 |
| D Mc D Corporation No. 9174 | Heppner Rock Production Morrow County | February 9, 1981 |
| Aichele Landscaping & Ben Fox No. 8970 | N.E. Maywood Place Multnomah County | February 13, 1981 |
| R. L. Coats No. 9108 | Fremont Jct.-Hackett Dr. Deschutes & Klamath Co. | February 13, 1981 |
| Hamilton Electric,Inc. No. 8689 | Pac. Hwy. W @ 5th Ave. (Eugene) Lane County | February 17, 1981 |
| Ross Bros. Construction, Inc. No. 9125 | Big Butte Creek Bridge Jackson County | February 17, 1981 |
| A. K. Lundmark & Son, Inc. No. 9144 | Upper White River (Crossing Rd.) Bridge Wasco County | February 17, 1981 |
| R. L. Coats No. 9000 | Lava Butte Lookout-Sugar Pine Butte Rd. Deschutes County | February 17, 1981 |
| Eucon Corp. of Idaho No. 9012 | Pendleton-Adams Umatilla County | February 19, 1981 |

| Contractor and Contract No. | Section and County | Acceptance Date |
|---|---|---|
| Humphrey Const., Inc. No. 8710 | SE Stark/Wash. Intchge. (Wash. St. U'Xing.) Multnomah County | February 19, 1981 |
| C. H. Savage Co. No. 9150 | Columbia River (Astoria) Bridge Clatsop County | February 19, 1981 |
| Dirt & Aggregate Interchange No. 9178 | N. 11th St.-Wyeth St. (St. Helens) Columbia County | February 23, 1981 |
| Babler Bros., Inc. No. 9020 | Devine Summit-Burns Jct. & Burns-Burns Jct. Harney County | February 24, 1981 |
| Cascade Construction Co., Inc. No. 9161 | Arterial Street Overlay (Portland) Multnomah County | February 24, 1981 |
| Babler Bros., Inc. No. 9043 | Willamette Jct.-Chemult Klamath County | February 26, 1981 |
| Western Mixing Co.,Inc. No. 9045 | Grass Valley-Shaniko Sherman County | February 27, 1981 |
| F. Hodgson & Sons No. 9033 | Deadmans Pass Safety Rest Area Umatilla County | March 5, 1981 |
| Ontario Asphalt & Concrete Co. No. 9158 | NW Dorian Dr.-NW Verde Dr. (Ontario) Malheur County | March 5, 1981 |
| Johnson Rock Products, Inc. No. 9073 | Florida Ave.-Vermont Ave. (North Bend) Coos County | March 6, 1981 |
| Holst Construction Co. No. 9021 | Dexter Lake South Bridge & Willamette Hwy. @ Jasper/ Lowell Rd. Lane County | March 10, 1981 |
| Stukel Rock & Paving, Inc. No. 9110 | Fuego Rd.-Forge Rd. Klamath County | March 10, 1981 |

| Contractor and Contract No. | Section and County | Acceptance Date |
|---|---|---|
| Weaver Construction Co. No. 9081 | Port of Entry (Farewell Bend) Malheur County | March 11, 1981 |
| Nelson-Deppe, Inc. No. 9111 | Jackson Creek Road-Hot Springs Road Malheur County | March 12, 1981 |

March 12, 1981

C. T. Keasey
Asst. State Highway Engineer

March 10, 1981

Seaboard Surety Company
Seattle First National Bank Building
1001 4th Avenue
Seattle, WA 98154

CON 5
#9158

Gentlemen:

Contract No. 9158 awarded to Ontario Asphalt & Concrete Co. for work on Northwest Dorian Drive-Northwest Verde Drive in Ontario, Malheur County, was completed on February 9, 1981, and accepted by the State Highway Division on March 5, 1981.

Final payment in the amount of $3,991.68 will be released to the contractor after March 16, 1981. The total contract amount is $246,173.21, including $1,780.47 for work performed under force account.

No claims for labor or material have been filed with us against the performance bond on this contract.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

dmc
cc: Ontario Asphalt & Concrete Co.
P. O. Box 457
Ontario, OR 97914

bc: C. T. Keasey
Walt Hart
V. E. Skoog Attn: Dick Hacek
W. E. Schwartz

1-7-81

N.W. Dorian Dr.-N.W. Verde Dr.
(N.W. 4th Ave.)
Contract No. 9158 — FAU-Ontario

NARRATIVE REPORT

The purpose of this project was to construct 2500 feet of city street on N.W. 4th Ave. between N.W. Dorian Dr. and N.W. Verde Dr. in Ontario. This new street, complete with curb and gutter, sidewalks and storm sewer system, replaced an outdated 20 foot wide oil mat through this area.

The contract was awarded to Ontario Asphalt and Concrete on July 8, 1980 with work beginning on August 4, 1980. All pipe was installed by August 15 at which time grading work began. The grading work was suspended by the contractor for at least two weeks because power poles had not been relocated by the power company. The pole relocation and main grading work began September 4, after which the work progressed continually until the project was completed on November 5, 1980.

No major problems or unique situations were incountered during the course of the project. We did encounter a problem getting the manhole covers to match the finished paving for grade. The manholes were set to grade and grouted before the paving was done. The paving was done in one lift (3 inches compacted - 4 inches loose) which contributed to the problem. We feel this problem could be eliminated if the contractor was required by the specifications to make final adjustments to the manholes after paving is finished.

The overall project turned out quite well both in appearance and quality.

Utility Relocation - City Responsibility

Jack L.

xc: Harlin Gerlach
Roger Lang
Don Harwell

RECEIVED
JAN 7 1981
RR & UTILITY UNIT

fp
Dan H.

## STATEMENT OF OVERRUNS AND UNDERRUNS

Project: N.W. Dorian Dr. - N.W. Verde Dr. (Ontario)
Highway: F.A.U. 5650
County: Malheur

Contract No.: 9159
Prefix: [illegible]-1074
F.A.P. No.: M-5650(1)

| Item No. | Item | Unit | Original | Serifinal | ± % |
|---|---|---|---|---|---|
| | SUMMARY | | | | |
| | Bid Items | $ | 223,630.50 | 245,401.06 | +10% |
| | Anticipated Items | $ | 100.00 | | |
| | Unanticipated Iters | $ | | 2,101.07 | |
| | Contingencies | $ | 10,067.87 | | |
| | Engineering | $ | 20,135.75 | 24,000.00 | +19% |
| | Liquidated Damages | $ | | | |
| | Total | $ | 253,934.12 | 271,502.13 | + 7% |

All substantial changes were evaluated and only those listed below meaningfully affected the total project cost.

### INDIVIDUAL OVERRUNS AND UNDERRUNS

B.I. 5 1" - 0 Aggregate Base — Cu. Yd. — 5,530 — 6,[illegible].1 — +14%
This overrun due to additional pavement removal at side streets and core loss of material in subgrade due to traffic.

B.I. 7 8-Inch Sewer Pipe — Lin. Ft. — 462 — [illegible] — +[illegible]%
Several manhole locations were changed which increased length of pipes from inlet to main storm drain.

B.I. 15 Concrete Driveways — Sq. Yd. — 280 — 9[illegible].5 — +221%
Original estimate apparently did not include removal and reconstruction of driveways already in place which did not match the new roadway grade. Driveways were removed outside the R/W line to a point where a negotiable slope could be obtained. This area outside the R/W and all extra driveways put in will be paid for as "Non-participating".

B.I. 18 Salvaging and Reinstalling Fence — Lin. Ft. — 170 — 807.5 — +375%
Changed typical section to construct sidewalk on the northerly side of street from Station 19 + 66 to 25 + 95. This added 620 Lin. Ft. of fence to be reinstalled.

CITY OF Ontario... THE CAPITAL OF EASTERN OREGON

WASH IDAHO OREGON NEV

RE ☐ RCE ☐ RME ☐ ROE ☐

☒ RFA DEC 2 6 1980

RECEIVED
REGION 5 OFFICE
444 S.W. 4TH ST.
ONTARIO, OREGON
97914

December 18, 1980

Dorian Dr – Verde Dr. Sec.
N.W. 4th Ave, FAU 5650
City of Ontario
Contract No. 7158
Project No 323-1074

Mr. Roger Lang
Region Federal Aid Engineer
Oregon Department of Transportation
LaGrande, Oregon 97850

Dear Roger:

Now that the N. W. 4th Avenue, Dorian Drive-Verde Drive street project has been completed, I was hoping that we could expedite the final accounting on this project. The City provided the funds for the L.I.D. portion of the costs, up front by obtaining warrant financing from one of our local financial institutions.

Our problem is that the interest on the money keeps mounting up at a fairly rapid pace. These additional costs are passed on to the property owners. The longer delay we have in determining what the non-participating costs are, the more these associated costs mount up.

Anything you might do to help us in this regard will be appreciated.

Very truly yours,

Doug Tietze
Director of Public Works

DT:rmg

D.E. Swan
Bob Church
Jan Peterson

Please take appropriate action to close out this project.
Roger

D.F. Burnett

a
KEH

FORM 734-3501

# FIELD ENGINEER'S WEEKLY REPORT

OREGON STATE HIGHWAY DIVISION

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

| | | |
|---|---|---|
| SECTION: N.W. Dorian Dr. - N.W. Verde Dr.(Ontario) | | WEEK ENDING: December 5, 1980 |
| | | SECTION PREFIX: 323-1074 |
| HIGHWAY: FAU 5650 (City Street) | | COUNTY: Malheur |
| NAME OF JOB | KIND OF WORK: Grading and Paving | |
| CONTRACTOR: Ontario Asphalt and Concrete | CONTRACT NUMBER: 9158 | FEDERAL AID PROJECT NUMBER: M-5650(1) |
| DATE OF CONTRACT: July 8, 1980 | DATE WORK STARTED: July [illegible], 1980 | ESTIMATED COMPLETION DATE: October 26, 1980 |
| AVERAGE FORCE ON PROJECT FOR THE WEEK<br>MEN 0 SUPERVISION 0 | SPECIFIED WORK DAYS<br>SPECIFIED CALENDAR DAYS 100 | WORK DAYS USED<br>CALENDAR DAYS USED |
| PROJECT AUTHORIZATION $ [illegible] | SPECIFIED COMPLETION DATE | PERCENT OF TIME ELAPSED |
| EXCLUSIVE OF ENGINEERING $ [illegible] | ENGINEERING AUTHORIZATION $ [illegible] | PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST |
| ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING $ [illegible] | This Week 102<br>ENGINEERING COST TO DATE $ 22,537 | PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION |
| ESTIMATED PERCENT OVERRUN / UNDERRUN ____ % | PERCENT OF AUTHORIZATION 112 % | DATE PROJECT WAS COMPLETED: November 5, 1980 |

## ESTIMATED PERCENT COMPLETE (ROADWORK)

| CLEARING | DRAINAGE | GRADING | BASE | O L AND/OR PAVE | MAT L PROD | Sidewalks | Driveways |
|---|---|---|---|---|---|---|---|
| 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 |

| | GRADING | SURFACING | MAINTENANCE MATERIALS | OIL & BITUMINOUS MACADAM | PAVING |
|---|---|---|---|---|---|
| MILES IN PROJECT | 0.44 | 0.44 | | | 0.44 |
| MILES PARTIALLY COMPLETED | 0.44 | 0.44 | | | |
| MILES COMPLETED | 0.44 | 0.44 | | | 0.44 |
| TOTAL ESTIMATED QUANTITIES (CONTRACT) | [illegible] cy | 5,520 cy | | | 2,060 ton |
| TOTAL QUANTITIES CORRECTED TO DATE | 6,280cy | 6,298 cy | | | 2,073 ton |
| ESTIMATED QUANTITIES MOVED OR PLACED TO DATE | 6,280 cy | 6,298 cy | | | 2,073 ton |
| AVERAGE DAILY QUANTITIES | 0 | 0 | | | 0 |
| AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME | 0 | 0 | | | 0 |
| NUMBER OF SHIFTS PER DAY | 0 | 0 | | | 0 |
| HOURS PER SHIFT | 0 | 0 | | | 0 |

EQUIPMENT USED DURING THE WEEK.

None

## ESTIMATED PERCENT COMPLETE (STRUCTURES)

| BRIDGE NO | | | | | | | |
|---|---|---|---|---|---|---|---|
| PERCENT | | | | | | | |

| | | WEATHER | WORK DAYS CHARGED | HOURS DELAY | CAUSE OF DELAY |
|---|---|---|---|---|---|
| SUNDAY | 30 | Cldy | | | |
| MONDAY | 1 | Cldy;Snow;Rain | | | |
| TUESDAY | 2 | Ptly Cldy | | | |
| WEDNESDAY | 3 | Cldy | | | |
| THURSDAY | 4 | Cldy | | | |
| FRIDAY | 5 | Cldy | | | |
| SATURDAY | 6 | | | | |

RECEIVED
DEC 8 1980
CONSTRUCTION BRANCH

Richards
Berg
[illegible]
[illegible]
[illegible]
Gilbaugh
Couch

| GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK | |
|---|---|
| SUNDAY 30 | No activity all week. Project complete. |
| MONDAY 1 | |
| TUESDAY 2 | |
| WEDNESDAY 3 | |
| THURSDAY 4 | |
| FRIDAY 5 | |
| SATURDAY 6 | |

**REMARKS**

Semifinal data submitted Friday of this Week.

This will be the final report of this Project.

SIGNED P. F. Burnett LOCATION Ontario

P. F. Burnett, Res. Engr.

VICTOR ATIYEH
GOVERNOR

# Department of Transportation

## HIGHWAY DIVISION

TRANSPORTATION BUILDING, SALEM, OREGON 97310

November 18, 1980

In Reply Refer to File No CON 5 #9158

Ontario Asphalt and Concrete Company
Post Office Box 457
Ontario, OR 97914

NOTED
H. S. COULTER

Re: Time Extension Request
N.W. Dorian Dr.-N.W. Verde Dr.
(Ontario)
FAP No. M-5650(1)
Contract No. 9158

Gentlemen:

Your request for additional contract time in which to complete the above project has been reviewed. A contract time extension of ten calendar days is granted due to utility adjustment delays. This will eliminate all liquidated damages under this contract.

Sincerely,

C. T. Keasey
Assistant State Highway Engineer

cc: H. S. Coulter (w/att.)
W. E. Schwartz "
P. F. Burnett "
FHWA "
Robert Church "

RECEIVED
STATE HWY ENG
NOV 19 '80
REFER TO
F & C
Init. Letter Memo Phone Sketch Agmt. File

Form 734-3122

RECEIVED
NOV 17 1980
CONSTRUCTION
BRANCH

Jackmond, Hopkins, Illgens, Johnson, Glenn, Richards, Berg, Inloes, Widmer, Gebauer, Church

CON
#9158

STATE OF OREGON INTEROFFICE MEMO

TO: O. B. Jackmond
Construction -Contract Administration Eng.

DATE: November 14, 1980

FROM: R. D. Hector
Region Construction Engineer

SUBJECT: N. W. Dorian Dr.-N. W. Verde Dr.
(Ontario) Contract 9158
Request for time extension

Attached is a contractor's request for extension in time for the subject project. This is a City of Ontario city street project. Also enclosed are other documents including an evaluation by Frank Burnett.

The contractor bases his claim on the fact that Idaho Power Company failed to adjust its facilities in a timely manner, thus delaying the contract work.

Important dates are as follows:

| | |
|---|---|
| - Date of Contract | July 8, 1980 |
| - Preconstruction Conference | July 24, 1980 |
| - Work Started | August 4, 1980 |
| - Idaho Power Started | September 3, 1980 |
| - Idaho Power Completed | September 18, 1980 |
| - 100% Time Used | October 26, 1980 |
| - Contract Work Completed | November 5, 1980 |

The delay by Idaho Power did indeed delay the contract work by nearly one month. In this instance Idaho Power had a relationship to this contract as another contractor who is under the control of the City. Under 108.09(b), time should be granted to eliminate any liquidated damage toward this contract.

I recommend that ten days additional time be granted.

The City of Ontario concurs in this request.

RDH/dt
Attachments

cc: Frank Burnett

C.T. Keesey; 11-18-80
I concur and recommend that 10 calendar days be granted. This time extension will be FHWA non-participating.

O B Jackmond

Contains Recycled Materials

June 27, 1980

CON 4

City of Ontario
City Hall
Ontario, Oregon 97914

Attn: Doug Tietze
Director of Public Works

Gentleman:

On June 26, 1980 a satisfactory bid was received from Ontario Asphalt and Concrete Co., 1305 Lafayette Avenue, McMinnville, Oregon 97128 for N.W. Dorian Drive-N.W. Verde Drive, N.W. 4th Avenue Section, FAU 5650. The advance deposit based on the anticipated construction cost of their bid is as follows:

| | |
|---|---|
| Bid Items | $223,630.50 |
| Temporary Erosion Control | $ 100.00 |
| 4 1/2% Contingencies | 10,067.88 |
| 9% Engineering | 20,135.75 |
| ESTIMATED TOTAL COST | $253,934.13 |

City's Advance Deposit:
9% of $253,934.13 = $22,854.07 or say $22,850.00.

This project will be awarded upon receipt of your advance deposit, which should be in this office no later than July 18, 1980.

The attached sheet defines the three options for making your advance deposit. Please select the option you desire and submit your advance deposit in accordance with the instructions.

Very truly yours,

C. E. Swan
Operation Programming Engineer

CEZ:pf

bcc w/AD # 788: Region 5 Federal Aid Engineer
Vern Skoog - Please return completed AD # 788 when check is received.

STATE OF OREGON
HIGHWAY DIVISION - ODOT

INTEROFFICE MEMO

TO: F I L E

DATE: June 24, 1980

FROM: H. S. Coulter
State Highway Engineer

SUBJECT: Footpaths and Bicycle Trails
June 26, 1980 Bid Letting

This is an informational report to document the Highway Division's action taken with regard to establishing footpaths and bicycle trails as set forth in ORS 366.514. Bids will be opened June 26, 1980, on the following projects:

1. Columbia River (Astoria) Bridge
   Oregon Coast Highway
   Clatsop County
   Painting

   Footpaths or bicycle trails are not incorporated in this section as no new highway construction, reconstruction or relocation is involved.

2. Bachelor Rock Production
   Century Drive Highway
   Deschutes County
   Aggregate Crushing

   Same as No. 1.

3. Coast Fork Willamette River Bridge
   Willamette Highway
   Lane County
   Painting

   Same as No. 1.

4. Pacific Highway East @ 'D' Street (Hubbard)
   Marion County
   Traffic Signals

   Same as No. 1.

5. Sandy Boulevard @ 50th and 70th Avenues (Portland)
   Multnomah County
   Traffic Signals

   Same as No. 1.

Contains Recycled Materials

6. Oregon Coast Highway @ 4th Street (Tillamook)
   Tillamook County
   Traffic Signals

   Same as No. 1.

7. Coquille and Myrtle Point Pavement Marking
   City Streets
   Coos County
   Pavement Marking

   Same as No. 1.

8. Libby Drive-Tarheel Creek
   FAS A429
   Coos County
   Paving

   Twenty-four-foot roadway with three-foot aggregate shoulders

   Footpaths and bicycle trails will not be established under this project as per ORS Chapter 366, Section 2, subsection 2(b), which states, "footpaths and trails are not required to be established . . . if the cost of establishing such paths and trails would be excessively disproportionate to the need or probable use."

9. N.W. Dorian Drive-N.W. Verde Drive (Ontario)
   N.W. 4th Avenue
   Malheur County
   Grading and Paving

   Two twelve-foot travel lanes, two ten-foot parking lanes. Four-and-one-half-foot sidewalks being constructed for pedestrian and bicycle traffic.

10. 12th Street S.E.-Ewald Avenue S.E. (Salem)
    Madrona Avenue and Pringle Road
    Marion County
    Grading and Paving

    Six-foot pedestrian-bikeway and extruded curb to be constructed on one side of Madrona Avenue and Pringle Road.

11. Boardman (N. Main Street)
    Morrow County
    Paving

    Eleven-foot travel lanes with ten-foot shoulders available for pedestrian and bicycle use.

Footpaths and bicycle trails will not be established under this project as per ORS Chapter 366, Section 2, subsection 2(c), which states, "footpaths and trails are not required to be established . . . where sparsity of population, other available ways or other factors indicate an absence of any need for such paths and trails."

12. Arterial Street Overlay (Portland)
City Streets
Multnomah County

Same as No. 1.

13. Hayden Island-N.E. Broadway Street (Portland)
Pacific Highway
Multnomah County
Paving and Signals

Interchange Improvement. Six-foot sidewalks for pedestrian and bicycle use to be constructed or revised at Jantzen Beach Interchange. Other locations, same as No. 11.

14. Multnomah County Pavement Marking No. 2
County Roads
Multnomah County
Pavement Marking

Same as No. 1.

15. Troutdale-Sandy River Bridge
Crown Point Highway
Multnomah County
Paving

Twelve-foot travel lanes with a six-foot pedestrian-bikeways on both sides.

16. Catherine Creek (Wilkinson Road) Bridge
County Road
Union County
Structure.

Twenty-seven-foot, six-inch roadway on structure.

Same as No. 11.

17. Walker Road at Cedar Hills Blvd. (Beaverton)
Washington County
Traffic Signals.

Interchange improvement. Existing sidewalks and bikeway being reconstructed in kind.

18. N.E. Columbia Blvd.-N.E. Weidler Street (Unit 3)
Pacific Highway East
Multnomah County
Grading and Paving

Six-foot-six-inch sidewalks to be constructed or existing sidewalks matched. Pedestrian median islands and curb cuts being constructed.

RPS:ge

cc: E. S. Hunter
D. G. Talbot
L. E. George
F. E. Terpin
George Bell
Don Harwell

U. S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

# LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO.: M-5650(1)

STATE PROJECT NO.: See below

FROM: G. L. Green, Division Administrator
FHWA - Oregon Division

PROGRAM NO.:

COUNTY NAME: Malheur

ITEM NO.: 00014

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

TO:

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

RECEIVED
STATE HWY ENGR
JUN 11 '80
REFER TO
FOR
Info | Inves | R/D | D/B | Act | File

| DATE PS&E APPROVED | DATE AUTHORIZATION EFFECTIVE | FEDERAL ROUTE NUMBER |
|---|---|---|
| 6/4/80 | 6/4/80 | FAU 5650 |

STATE ROUTE NUMBER: City Street

GENERAL LOCATION:

NW Dorian Drive - NW Verde Drive (Ontario)

GENERAL DESCRIPTION OF WORK:

Grading and Paving

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY

☐ PRELIMINARY ENGINEERING FOR SURVEY AND PLAN PREPARATION

☒ OTHER (Specify) Temporary Erosion Control $100

☐ ACQUISITION OF RIGHT-OF-WAY

☐ CONSTRUCTION - ADVERTISE FOR RECEIPT OF BIDS

☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

After concurrence in award you are authorized to proceed with those items listed above as shown in your Estimate.

Mr. Swan's 6/2/80 request and certifying statements are accepted.

PS&E documents for the subject project have been reviewed and are approved at a total estimated cost of $331,563 Federal Funds $277,597.

A signed copy of the Title Sheet is returned herewith.

| DATE | SIGNATURE OF APPROVING OFFICIAL | TITLE |
|---|---|---|
| 6/4/80 | G. K. Green | for Division Administrator |

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U. S. GOVERNMENT PRINTING OFFICE: 1975-631-855

FORM 81-734-3030

Ontario

# OREGON STATE HIGHWAY DIVISION

FILE:

INTER-OFFICE CORRESPONDENCE

Salem, Oregon

May 29, 1980

FROM: Rod Henry, Assistant
Right of Way Manager

SUBJECT: Right of Way Certification
F. A. Projects
Bid Opening June 26, 1980

TO: D. H. Moehring
Assistant State Highway Engineer

Federal-aid Project No. M-5650(1) Highway No. 723 - City

Federal-aid Project Name N.W. Dorian Dr.-N.W. Verde Dr. (Ontario)

I certify that to the best of my knowledge the following statements, as checked, are correct with regard to the right of way and relocation for this project:

[ ] No additional right of way was acquired. Construction can be accomplished within the existing right of way.

[X] Right of way was acquired in accordance with current FHWA directives covering acquisition of real property and with the relocation provisions of FHPM 7-5. The State has legal and physical possession or has a right to occupy and use all right of way. Occupants have vacated all residential, commercial and farm buildings.

* * * * *

[X] There are no individuals or families to be displaced from residential improvements.

[ ] All individuals and families have been relocated to decent, safe, and sanitary housing, or the State has made available to relocatees adequate replacement housing in accordance with the provisions of current FHWA directives.

Rod Henry

FCL:jh

cc: J. H. Versteeg
Duane Ridings
F. C. Lowe

ENVIRONMENTAL REVIEW CHECKLIST

Ontario

ALL CLEAR 5/28/80
Donald L Rout

June 26, 1980 Bid Letting _____ All Clear Deadline

SECTION NW Dorian-Nw Verde (Ontario)
Highway _____
County Malheur Region 5
Type of Work Grade-Pave Funds FAUS
State ___ Consultant ___ Plans Avail. ___Yes ___No

| | Not Required | Required | Mitigation Required | Mitigation/Plans | ALL CLEAR |
|---|---|---|---|---|---|
| DOCUMENTS: | | | | | |
| EIS | X | | | | |
| Negative Declaration | X | | | | |
| Project Assessment | | X | | | |
| Write-off Letter | X | | | | |
| PERMITS: | | | | | |
| Division of State Lands | | X | | | |
| D.O.G.M.I. | | X | | | |
| Corps of Engineers | | X | | | |
| Coast Guard | | X | | | |
| Co. Conditional Use | | X | | | |
| NPS Air Pollution | | X | | | |
| NPS Water Pollution | | X | | | |
| CULTURAL: | | | | | |
| Cultural Survey | | X | | | |
| Cultural Salvage | X | | | | |
| NOISE: | | | | | |
| Noise Study | | X | | | |

1154

Section NW DORIAN DR - NW VERDE DR (OUTA) Programming Estimate $ _____

Highway CITY STREET 5-16-80 Project Length _____

County MALHEUR Completion Time _____

Kind of Work GRADE & PAVE Est. Comp. Date _____

Prefix 323-1988 Letting Date 6/26/80 Project No. _____

## ESTIMATED CONSTRUCTION AUTHORIZATION

Estimated Contract Amount . . . . . $ 293,626

Anticipated Additional Items:

| | | |
|---|---|---|
| Royalty Payment | | |
| Permit Fees | | |
| Slide Correction | | |
| Railroad Protective Costs | | |
| Other Railroad Costs | | |
| Permanent Signing | | |
| Permanent Pavement Striping | | |
| Temporary Pavement Striping | | |
| Remove Pavement Striping (Exist. & Temp.) | | |
| Temporary Erosion Control | 100 | |
| State Furnished _____ | | |
| Roadside Seeding & Mulching | | $ 100 |
| Asphalt Cement Adjustment | | |
| On the Job Trainees | | |
| State Responsibility for Damages | | |
| Signal Controller Testing (Engineering) | | |
| Bikeway Signs | | |
| Furnish Mailbox Posts | | |
| Adjust Utilities: | | |
| _____ | | |
| _____ | | |
| _____ | | |
| _____ | | |
| _____ | | |

Subtotal $ 293,726

Contingencies (4-1/2%) . . . . . 13,217.67

Engineering (~~8~~ 9, ~~10~~%) . . . . . 26,435.34

~~Subtotal~~ $

~~Contingencies~~ _____ . . . . . _____

Estimated Net Authorization, Construction . . . . . $ 333,379.01

APPROVED

cc: Roger Lang

REC'D 5-16-80

Ok

_____

Road Design Engineer

OREGON STATE HIGHWAY DIVISION

SUMMARY--BID SCHEDULE--COST ESTIMATE

Sheet 1 of _____

Date _____

Section NW Cornell Dr. - NW Levi Dr. Culvert  County _____

Kind Of Work _____ Length _____ Name Dam

5-12-80

| No | Item | Code | Unit | Quant. | Unit Cost | Total |
|---|---|---|---|---|---|---|
| | Mobilization | | All | | (8%) | 21,000 |
| | Removal of Structures and Obstructions | | All | | — | 2000 00 |
| | General Excavation | | Cu Yd | 6060 | 4 00 | 24,240 |
| | Watering | | M Gal | 150 | 10 00 | 1500 |
| | 1"-0 Aggregate Base | | Sq Yd | 5520 | 10 00 | 55,200 |
| | Class "B" Asphaltic Concrete | | Ton | 2 | 33 00 | 67,980 |
| | 8-inch Sewer Pipe | | Lin Ft | 462 | 9 00 | 4,158 |
| | 12-inch Sewer Pipe | | Lin Ft | 490 | 16 00 | 7,840 |
| | 15-inch Sewer Pipe | | Lin Ft | 974 | 17 00 | 16,558 |
| | 24-inch Sewer Pipe | | Lin Ft | 60 | 35 00 | 2,100 |
| | 36-inch Sewer Pipe | | Lin Ft | 155 | 90 00 | 13,950 |
| | Concrete Manhole | | Each | 11 | 1200 00 | 13,200 |
| | Concrete Inlet | | Each | 11 | 500 00 | 5500 |
| | Concrete Walk | | Sq Ft | 1,880 | 12 00 | 22,560 |
| | Concrete Driveway | | Sq Yd | 280 | 15 00 | 4200 |
| | Concrete Curbs | | Lin Ft | 4920 | 4 50 | 22,140 |
| | Extra for Layout & Construction | | Each | 8 | 200 00 | 1600 |
| | Shoring and Cofferdams for Structures | | Lin Ft | 170 | 5 00 | 850 |
| | Adjusting Manholes | | Each | 11 | 200 00 | 2200 |
| | Adjusting Inlets | | Each | 13 | 250 00 | 3250 |
| | Setting Valve Box | | Each | 32 | 50 00 | 1600 |
| | | | | | | 293626 |
| | | | | | | |
| | | | | | | |

Form for [illegible]

723
323-1988

OREGON STATE HIGHWAY DIVISION
117 DOT Building
Salem, Oregon 97310

4-25-80

Attention: Right-of-Way Section

Subject: Federal Aid Project No. FAU-5650 M-5650(-)
Project Name N.W. DORIAN DR.-N.W. Verde DR (Ontario)
N.W. 4th Ave

Regarding the above referred to federal aid project, we hereby certify that to the best of our knowledge and belief:

A. Existing Right-of-Way

☐ 1. All construction can be accomplished completely within the existing right-of-way. This existing right-of-way was acquired prior to January 2, 1971.

B. New Right-of-Way

☒ 1. This project required additional right-of-way purchased after January 2, 1971. Right-of-way, easements, or rights-of-entry required for this project have been secured in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, and all incidental charges related to the transfer of property will be paid by the city in accordance with said Act.

☒ a. There has been no displacement of persons from residences, farms or businesses.

OR

☐ b. There has been displacement of persons from either residences, farms or businesses and in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, displaced persons, businesses, or farm operations have been provided relocation payments, if eligible, and relocation assistance. Displaced individuals or families have been relocated to decent, safe and sanitary housing or have been offered decent, safe, sanitary and fair housing immediately available on the open market.

C. Utilities

☒ 1. The occupancy and/or adjustment of existing utilities within the right-of-way of the above referred to federal aid project have been authorized by permit, franchise, or other approved procedure.

Signed at Ontario, Oregon, this 22nd day of April, 1980

City of Ontario

Certified By:

Regional Right-of-Way Supervisor
Date April 28, 1980

Ralph Swearingen
Mayor

Barbara Cady
City Recorder

Instructions: Complete A or B and C.

N H

CITY OF Ontario

THE CAPITAL OF EASTERN OREGON
P.O. BOX 159
ONTARIO, OREGON 97914

# STATEMENT

April 7 19 80

TO Oregon State Highway Dept.
Frank Burnett Resident ENgineer

ADDRESS 802 E. Idaho Ave.

CITY Ontario, Or 97914

TERMS

Please detach and return upper portion with your remittance. $

☐ RE ☐ RCE ☐ RME ☐ ROE
☐ RFA APR 14 19 ☐

RECEIVED
REGION 5 OFFICE

| | |
|---|---|
| Project: | |
| N.W. Dorian Dr. N.W. Verde Dr. | |
| FAU 5650 N.W. 4th Ave. (Ontario) | |
| Engineering Services | $2893.25 |
| First & Final Billing | |
| (confirmed by Doug Tietze 4-14-80 RO Long) | |
| O.K. 4-11 1980 P.F. Burnett | |
| Account Charged | |
| 323-1988-903 $2,893.25 | |
| Billing is in accordance with terms of | |
| Misc. Contracts & Agreements No. 9148, | |
| Costs reimbursable at 94% of | |
| participating costs. Roger C Long | |

by Doug Tietze
P.F. Burnett
D.E. Brown, Region

Your Check is Your Receipt

PROJECT MANAGEMENT BRANCH
FILE: FM FA LG.

Rec'd 4-4-80
OK

N. W. 4th AVENUE

DORIAN DRIVE TO VERDE DRIVE

NARRATIVE

1. N. W. 4th Avenue has been identified in the City of Ontario's Comprehensive Plan and Traffic Engineering and Traffic Safety Study as a major collector for traffic entering the City business district, from the northwestern sector. The City's Standards call for a 36' to 48' wide street section on a collector route. The City originally proposed a 48' wide street section but had to revise that down to a 44' wide section due to right of way constraints. At the present time it is planned to allow a 10' parking strip on each side with two 12' wide travel lanes. At a later date when the traffic volumes warrant the street could be striped for two 15' wide travel lanes, and a 14' wide neutral turn lane. The Ontario Traffic Safety Study forecasts an average weekday traffic volume of 3200 vehicles per day in year 2000.

2. The existing street is an old market road which served County residents only, until the City began to expand to the west and development occured. The area both north and south of N. W. 4th Avenue is heavily developed residential area, the traffic from which all drains to N. W. 4th Avenue. The existing street section consists of a badly deteriorated oil mat surface with little or no base and no drainage.

3. No additional right of way is needed to accomplish the project as designed. The documents creating the right of way have been attached. You will note that even though N. W. 4th Avenue or Claggett Lane has existed since about the turn of the century most of the right of way has only been dedicated in recent years, as the property adjacent was developed. The exceptions to this are the Art Ferrell, Tax Lot No. 700 18 47 5 DA, property and the Dewey Olund, Tax Lot No. 600 18 47 5 DA, property. The right of way was just recently obtained from these property owners. At that time their rights were explained to them under the Federal Uniform Relocation Act and a waiver signed by them. As an incentive these properties were given relief from their share of the Local Improvement District which will be formed to pay for the matching portion of the cost of this project.

4. This project includes the installation of sidewalks on both sides along the entire length of the project on the south, and from Dorian Drive to the west property line of Tax Lot 300 18 47 5 DA at Station 19+66 on the north. The curb and gutter will extend across the frontage of the aforementioned Tax Lot 300, however the sidewalk will not. This is due to a lack of right of way and an unwillingness by the property owner to relinquish any additional property for right of way. Additionally this property is outside the city limits so the city is unable to include him in the Local Improvement District unless he submits to be included voluntarily. This property will be required to install the sidewalk across this frontage when the property is developed.

5. Sidewalk ramps shall be constructed at each intersection corner.

6. At approximately Station 4+60, right, there is a shed and corral fence which protrudes out into the right of way. The City is endeavoring to convince the owner to remove it on his own. For that reason no item was included in the specifications or bid items which cover this. However, if they are unsuccessful this may have to be done by the contractor on a force account basis.

7. This project includes storm sewers adequate to carry the runoff that will be generated. However, on the east section of the project the problem with the storm drainage is somewhat unique. Shown on the plan is a section of 48" storm sewer from Station 18+06 to 19+61, which is located behind the curb. This is shown this way because the City's overall storm drainage plan calls for a 48" diameter pipe to be extended up N. W. 16th Street to N. W. 4th Avenue and then east along 4th Avenue to Verde and then down over the hill. This is part of a trunk system that will drain all of that area south of N. W. 4th to S. W. 4th Avenue from Verde to approximately 19th Street. It made sense to build the small piece from 16th Street east to Station 19+61 as we need some storm drain pipe in there anyway and this will fit into the overall plan. As was stated in an earlier paragraph the owner of the property between Station 19+66 and Verde Drive is outside the existing city limits and is unwilling to participate in any of the cost of this street project. If we were to build the entire section of the 48" storm sewer needed along N. W. 4th Avenue as a part of this project it would escalate the costs to the point that the project could not be built at this time. Also the City feels this would create a serious equity problem insomuch as that a number of property owners along this project would end up paying an unduly high proportion of the cost of the trunk line. The City envisions paying for this and other storm drain trunk lines by the use of General Obligation bonds money at a future date, or requiring future developers to build applicable portions of them. The 12" line from Station 19+61 to 24+60 was designed as a temporary line only which would eventually serve to drain only the catch basins in the immediate area and would be supplemented by the 48" pipe. It was the City's feeling that it would not be economically responsible to build a full capacity storm sewer now that does not fit the overall storm drain plan, and then parallel it with another drain in a few years. The 8" line which runs between Station 16+40 and 18+06 left serves only to drain the irrigation water off of the adjoining field and will be temporary only, as this property is planned for development in the near future. The City realizes that with the grade as shown on the 48", they will face a serious silting problem but are willing to accept this problem in light of its temporary nature. The City feels it could be subject to rather sever criticism if they did not install any of the 48" pipe and were in tearing up this section of street in the near future.

8. There are several small sections of fence that will have to be removed and/or relocated. These consist of woven and barbed wire stock fences.

9. Since this project is on a rural postal delivery route the mailboxes will have to be mounted on temporary posts while the work is in progress and permanently relocated as a part of the project.

10. Since the quantities involved in the embankment construction were so small it was felt that it would be simpler to consolidate it with the excavation for payment purposes.

11. The work that is to be done on the irrigation tiles will have to be coordinated with down stream irrigators, but should not present an unsurmountable problem.

12. The adjustment of various utilities and manholes, valve boxes, etc. will be performed by the City and the various utility companies.

13. Considerable savings should be realized if commercially available products in the Ontario area, such as asphaltic concrete, aggregate and portland cement concrete, are used on this project.

14. The City is agreeable to allowing this section of N. W. 4th Avenue to be closed to through traffic during the course of the work so long as access is maintained for those residences on this section of street. Dust abatement will be an item that will deserve particular attention on this project in order to keep adverse reaction from the adjoining properties to a minimum.

15. The City desires that their standards be used on this project for various items as shown on the detail sheet attached to the plans. They request this for consistency and ease of maintenance and replacement.

ESTIMATE SHEET

PROJECT NW 4th AVENUE DATE 3-5-80 ESTIMATE PREPARED BY T

SECTION DORIAN to VERDE DR.

| ITEM | UNIT | QUANTITY | ALLOWANCE | TOTAL QUANTITY | UNIT PRIC |
|---|---|---|---|---|---|
| MOBILIZATION | Lump Sum | All | -0- | All | 21,13 |
| REMOVAL of STRUCTURES & OBSTRUT. | Lump Sum | All | | All | 1500 |
| EXCAVATION of ROADWAY | Cu. yds. | 6057 | | 6057 | 4 00 |
| WATERING | M-gal. | 151 | | 151 | 5 00 |
| AGGREGATE BASE | Cu. yds. | 4174 | | 4174 | 7 00 |
| CLASS "B" ASPHALTIC CONCRETE | TONS | 2060 | | 2060 | 25 00 |
| CONCRETE CURBS | LIN. ft. | 4917 | | 4917 | 4 50 |
| CONCRETE DRIVEWAYS | Sq. yds | 240 | | 240 | 15 00 |
| CONCRETE WALKS | Sq. yds | 1901 | | 1901 | 12 00 |
| 48" SEWER PIPE | LIN. ft. | 155 | | 155 | 65 00 |
| 24" SEWER PIPE | LIN. ft. | 73 | | 73 | 25 00 |
| 15" SEWER PIPE | LIN. ft. | 967 | | 967 | 15 00 |
| 12" SEWER PIPE | LIN. ft. | 499 | | 499 | 13 00 |
| 8" SEWER PIPE | LIN. ft. | 448 | | 448 | 9 50 |
| CONCRETE INLETS | EACH | 12 | | 12 | 500 00 |
| CONCRETE MANHOLES | EACH | 10 | | 10 | 1000 00 |
| RELOCATION of MAILBOXES | EACH | 32 | | 32 | 50 00 |
| REMOVE & REINSTALL FENCES | LIN. ft. | 170 | -0- | 170 | 5 00 |
| | | | | | |

ESTIMATE SHEET

w 4th Avenue

DRIAN to Verde DR.

DATE 3-5-80 ESTIMATE PREPARED BY Doug T.

| | UNIT | QUANTITY | ALLOWANCE | TOTAL QUANTITY | UNIT PRICE | TOTAL BID |
|---|---|---|---|---|---|---|
| | Lump Sum | All | -0 | All | 21,133.00 | 21,133.00 |
| uctures & Obstrut. | Lump Sum | All | | All | 1500.00 | 1500.00 |
| Roadway | Cu. yds. | 6057 | | 6057 | 4.00 | 24,228.00 |
| | M-gal. | 151 | | 151 | 5.00 | 755.00 |
| AS6 | Cu. yds. | 4174 | | 4174 | 7.00 | 29,218.00 |
| t.c Concrete | TONS | 2060 | | 2060 | 25.00 | 51,500.00 |
| 63 | Lin. ft. | 4917 | | 4917 | 4.50 | 22,126.00 |
| UG WAYS | Sq. yds | 240 | | 240 | 15.00 | 3,600.00 |
| LKS | Sq. yds | 1901 | | 1901 | 12.00 | 22,812.00 |
| PG | Lin. ft. | 155 | | 155 | 65.00 | 10,075.00 |
| PG | Lin. ft. | 73 | | 73 | 25.00 | 1,825.00 |
| PG | Lin. ft. | 967 | | 967 | 15.00 | 14,505.00 |
| PG | Lin. ft. | 499 | | 499 | 13.00 | 6,487.00 |
| PG | Lin. ft. | 448 | | 448 | 9.50 | 4,256.00 |
| cts | EACH | 12 | | 12 | 500.00 | 6,000.00 |
| holes | EACH | 10 | | 10 | 1000.00 | 10,000.00 |
| MAILBOXES | EACH | 32 | | 32 | 50.00 | 1,600.00 |
| TAIL FENCES | Lin. Ft. | 170 | -0 | 170 | 5.00 | 850.00 |
| | | | | | | - 232,470.00 |

ESTIMATE SHEET

PROJECT _____ DATE _____ ESTIMATE PREPARED BY _____

SECTION _____

| ITEM | UNIT | QUANTITY | ALLOWANCE | TOTAL QUANTITY | UNIT PRIC |
|---|---|---|---|---|---|
| | | | | | |
| | | | + 20% Eng & Contingenc | | |
| | | | | | |
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ESTIMATE SHEET

DATE _____ ESTIMATE PREPARED BY _____

| M | UNIT | QUANTITY | ALLOWANCE | TOTAL QUANTITY | UNIT PRICE | TOTAL BID |
|---|---|---|---|---|---|---|
| | | | | | | 232,470.00 |
| | | | + 20% Eng & Contingency | | | 46,494.00 |
| | | | | | | $278,964.00 |
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VICTOR ATIYEH
GOVERNOR

*Department of Transportation*
# STATE HIGHWAY DIVISION

IN REPLY REFER TO
FILE NO

REGION 5 OFFICE

W. E. Schwartz
Region Engineer

P. O. Box 850 La Grande, Oregon 97850 Telephone 963-3177

November 20, 1979

Mr. Doug Tietze
Director of Public Works
City of Ontario
Ontario, Oregon 97914

Dear Doug:

Re: N. W. Dorian Drive-N. W. Verde Drive Section, N. W. 4th Avenue,
FAU 5650

At long last we have obtained FHWA approval for the requested project on S. W. 4th Avenue.

Pursuant to item 1, State obligations you are hereby authorized by the State to proceed with preliminary engineering as described in the project request of May 23, 1979.

P. F. Burnett, Resident Engineer, will be in charge of monitoring your work during preliminary engineering. It is suggested you arrange a meeting so everyone is starting off on the right foot.

Survey for your work is 323-1988-903.

Sincerely,

Roger C. Lang
Region Federal Aid Engineer

RCL/vt
cc: D. E. Swan
F. F. Terpin
P. F. Burnett

Form 734-3123

U.S. DEPARTMENT OF TRANSPORTATION · FEDERAL HIGHWAY ADMINISTRATION

# LETTER OF APPROVAL A' /OR AUTHORIZATION

FEDERAL AID PROJECT NO.: M-5650(1)

STATE IECT NO.: See below

COUNTY NAME: Malheur

PROGRAM STAGE (Check): ☐ 1. ☐ 2.

**FROM:**
Mr. G. L. Green
Division Administrator

PROGRAM NO.

ITEM NO. 00014

**TO:**
Mr. H. S. Coulter
State Highway Engineer
Salem, Oregon

| DATE PS & E APPROVED | DATE AUTHORIZATION EFFECTIVE | FEDERAL ROUTE NUMBER | STATE ROUTE NUMBER |
|---|---|---|---|
| | 11-20-79 | FAU 5650 | City Street |

**GENERAL LOCATION:**
NW Dorian Drive - NW Verde Dr. (Ontario)

**GENERAL DESCRIPTION OF WORK:**
Preliminary Engineering

**YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW**

PRELIMINARY ENGINEERING TO DETERMINE
- ☐ LOCATION ONLY

PRLIMINARY ENGINEERING FOR SURVEY AND PLAN
- ☒ PREPARATION including utility preparatory work
- ☐ OTHER (Specify)

- ☐ ACQUISITION OF RIGHT-OF-WAY

CONTRUCTION - ADVERTISE FOR RECEIPT
- ☐ OF BIDS

- ☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

**REMARKS**
As requested in Mr. Swan's letter of 10-24-79 you are authorized to proceed with the above work at a TEC of $7,800 with Federal participation ~~limited to $6,380~~.

RECEIVED
STATE HWY ENGR
NOV 25 '79
REFER TO
FOR
Info | Insp | P/D | C/S | ... | Ass | File

| DATE | SIGNATURE OF APPROVING OFFICIAL | TITLE |
|---|---|---|
| 11-20-79 | G. K. Hammond | for Division Administrator |

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR 1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1976—626-787

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

October 24, 1979

Refer to File No. PRO 6-2

TO: G. L. Green, Division Administrator
Federal Highway Administration

FROM: D. E. Swan
Operation Programming Engineer

SUBJECT: Project Data Submission
Item No. 00014
Project No. M-5650(1)
N.W. Dorian Dr.-N.W. Verde Dr. (Ontario) Sec.
Malheur County

Enclosed is data for the subject project.

We request the following:

1) Authorization to proceed with preliminary engineering all phases including utility preparatory work at an estimated total cost of $7,800 with an obligation of $6,380 in federal funds.

A copy of the State Clearinghouse A-95 conclusions has been previously forwarded.

CL:d.c
Enc.
cc: W. Schwartz, (Reg. 6)
C. Zehner

Budget Bureau No. 41-R2

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO W.O.

FORM PR-1 (REV. 4-61)

October 24, 1979

# FEDERAL-AID PROGRAM DATA

*(PPM 21-1)*

| CARD | REPORT NUMBER (19)(20) | PROJECT LOCATION *(45 typewriter spaces)* 21 65 | | PRESENT | FUTURE (66)(70) | YEAR (71)(72) | REGION | STATE NAME |
|---|---|---|---|---|---|---|---|---|
| 2 | | City St., N.W. 4th Ave. (Ontario) | ADT | 3,050 | --- | --- | 10 | Oregon |

| CARD | CHARACTER OF PROPOSED WORK *(35 typewriter spaces)* 28 62 | NATL. FOREST (63)(65) | FH ROUTE NO. (66)(68) | SUPV AGCY (69) | DA CLASSIF. (70) | DA AREA (71) | EMERG. YR. (72)(73) | PL. AUTH YR (74)(75) | PROJECT NUMBER PREFIX LETTER(S) 14 23 | NUMBER 7 |
|---|---|---|---|---|---|---|---|---|---|---|
| 3 | PE, Gr., Dr., HT Pave | | | | | | | | M- | 5650 |

| CARD | CLASS OF FEDERAL FUNDS | COUNTY NAME |
|---|---|---|
| | Urban System | Malheur |
| | NAME OF URBAN AREA 17-31 Ontario | ROUTE NO. U / FEDERAL-AID 5650 (32) / STATE City St. (36)(37) / U.S. --- |

| CARD 5 | LINE NO. (14-15) | CHANGE CODE (16) | PROJECT CODE 41 | WORK CLASS 42 | WORK TYPE 43 46 | STEP 53 | TERMINI *(Full description)* | MILES (54)(58) | ESTIMATED PROJECT COST BY PHASES: TOTAL ESTIMATED COST (59)(66) | FEDERAL FUNDS 81.8% (67)(76) | STATE FUNDS | OTHER FUNDS |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | | | | | | | | | | | | |
| 5 | | | | | PE | | | 0.51 | 7,800 | 6,380 | 710 | 710 (City |
| 5 | | | | | ROW | | | | | | | |
| 5 | | | | | CONST (CODE) 6201 | | "N.W. Dorian Dr.- N.W. Verde Dr. (Ontario) Section" | 0.51 | 222,200 | 181,760 | 20,220 | 20,220 (City |
| | | | | | | | | 0.51 | 230,000 | 188,140 | 20,930 | 20,930 (City |

| CARD 1 | CODE 1 | PREPARED BY | CL | PROJECT TOTALS |
|---|---|---|---|---|
| 1 | 14 | PROGRAM APPROVAL DATES | 10-4-79 | |

(16) (23) (24) (33) REMARKS

over

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

FORM PR-1 (REV. 4-61)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

October 24, 1979

# FEDERAL-AID PROGRAM DATA

*(PPM 21-1)*

| PROJECT LOCATION (45 typewriter spaces) | | PRESENT | FUTURE | YEAR | REGION | STATE NAME | STATE CODE | APPN CODE | ITEM NO. |
|---|---|---|---|---|---|---|---|---|---|
| ty St., N.W. 4th Ave. (Ontario) | ADT | 3,050 | --- | --- | 10 | Oregon | 41 | W32 | 00014 |

| WORK (35 typewriter) | NATL. FOREST | FH ROUTE NO. | SUPV AGCY | DA CLASSIF. | DA AREA | EMERG. YR. | PL. AUTH YR | PROJECT NUMBER PREFIX LETTER(S) | NUMBER | SEQ. NO. | I. Projects Only POST MI. | DESIG. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Pave | | | | | | | | M- | 5650 | (1) | | |

| COUNTY NAME | CODE | PROGRAM STAGE |
|---|---|---|
| Malheur | 045 | 1 OR 2 |

| ROUTE NO. | FEDERAL-AID | STATE | U.S. |
|---|---|---|---|
| U | 5650 | City St. | --- |

| WORK TYPE | STEP | TERMINI (Full description) | MILES | ESTIMATED PROJECT COST BY PHASES: TOTAL ESTIMATED COST | FEDERAL FUNDS 81.8% | STATE FUNDS | OTHER FUNDS | CHARACTER OF PROPOSED WORK (Full description) |
|---|---|---|---|---|---|---|---|---|
| E | | | 0.51 | 7,800 | 6,380 | 710 | 710 (City) | |
| OW | | | | | | | | |
| ONST (CODE) 6201 | | "N.W. Dorian Dr.- N.W. Verde Dr. (Ontario) Section" | 0.51 | 222,200 | 181,760 | 20,220 | 20,220 (City) | ROW-50' minimum Access Control-None Parking Restrictions-None |
| CL | | PROJECT TOTALS | 0.51 | 230,000 | 188,140 | 20,930 | 20,930 (City) | |

APPROVAL DATES 10-4-79

REMARKS

over

USCOMM DUSCOMM-DC 48905-P61

N.W. Dorian Dr.-N.W. Verde Dr. (Ontario) Section
Project No. M-5650(1)

Existing Facilities: 20 ft. AC surfaced roadway with 2-ft. shoulders.

Adjacent Sections:
W. End - 20-ft. AC surface with 2-ft. shoulders
E. End - 20-ft. AC surface with 2-ft. shoulders

Project Data: Work under this project consists of the following:
1) Preliminary engineering all phases including utility preparatory work.
2) Construct 48 ft. curbed roadway for 2 travel lanes with parking each side and 4-ft. sidewalks each side which work consists of grade, drain and high type pave and illumination. Adjust utilities as required.

System Action, Railroads, Water Developments, Historical and Recreational Areas: None involved.

Airports: Ontario Airport is located 1½ miles southwest of the project.

FHPM 4-1-4 Requirements: State Clearinghouse and District Clearinghouse A-95 review letters of approval dated October 16, 1979 and Sept. 21, 1979.

FHPM 7-7-2 Requirements: Nonmajor action concurred in by FHWA on Sept. 24, 1979.

FHPM 7-7-5 Requirements:
a) Public Hearings: Not required under Oregon Action Plan.
b) Location/Design: Not a factor in the development of this project.

NOTE: 1) This project is in Congressional District No. 2.
2) Included in FY '80 Annual Program in table of Projected Federal Fund Obligations and Balances for Fiscal 1980 Program.

# OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

## STATE CLEARINGHOUSE

Intergovernmental Relations Division
Room 306, State Library Building
Salem, Oregon 97310, Phone: 378-3732
Toll Free Number - 1-800-452-7813

## STATE A-95 REVIEW CONCLUSIONS

APPLICANT: OR DOT - HWY DIV

PROJECT TITLE: N.W. Dorian Dr- NW Verde Dr

DATE: October 16, 1979

The state has reviewed your project and reached the following conclusions:

[X] No significant conflict with the plans, policies or programs of state government have been identified and your proposal is endorsed as presented.

[X] Relevant comments of state agencies are attached and should be considered in the final design of your proposal.

[ ] Potential conflicts with the plans and programs of the state agency(s) have been satisfactorily resolved. No significant issues remain.

[ ] Significant conflicts with the plans, policies or programs of state government have been identified and remain unresolved. The final proposal has been reviewed and the final comments and recommendations of the state are attached.

RECEIVED
STATE HWY ENGR
OCT 18 '79
REFER TO
FOR
Info | Inves. | R.D. | D.E. | Sign | Art | File

Attachment

cc: G. L. Green
H. S. Coulter
F. E. Terpin
J. B. Boyd
J. H. Versteeg
Gary Potter
W. J. Hart
Aeronautics Division
B. L. Gifford

**NOTICE TO FEDERAL AGENCY**

The following is the officially assigned State Identifier Number:

[ 790 ]

This number should be used on all correspondence and particularly on SF 240 as required by OMB A-98.

Region Engineer: 5
W. E. Schwartz

9-17-79

District Engineer: 14
C. D. Hiatt

A copy of this notification and attachments, if any, must accompany your application to the federal agency as required by OMB A-95. Comments of the appropriate local reviewing agencies will be submitted to you separately and must also be included.

PNRS #2

# OREGON P OJECT NOTIFICATION A.ID REVIEW SYSTEM

## STATE CLEARINGHOUSE

Intergovernmental Relations Division
Room 306, State Library Building
Salem, Oregon 97310, Phone: 378-3732

Dept. of Environmental Quality
RECEIVED
SEP 18 1979

P N R S STATE REVIEW

Project #: _____ Due Date: OCT 12 1979

To Agency Addressed: If you intend to comment but cannot respond by the return date, please notify us immediately. If no response is received by the due date, it will be assumed that you have comment and the file will be closed

---

PROGRAM REVIEW AND COMMENT

To State Clearinghouse: We have reviewed the subject Notice and have reached the following conclusions on its relationship to our plans and programs:

( ) It has no adverse effect.

( ) We have no comment.

( ) Effects, although measurable, would be acceptable.

( ) It has adverse effects. (Explain in Remarks Section)

( ) We are interested but require more information to evaluate the proposal. (Explain in Remarks Section)

(✓) Please coordinate the implementation of the proposal with us.

(✓) Additional comments for project improvement. (Attach if necessary)

---

REMARKS (Please type or print legibly)

This project will encourage faster residential growth in the area, resulting in a higher traffic volume on N.W. 9th Ave. Thus increasing the noise impact to existing residential property. There is probably little that can realistically be done to mitigate these existing noise impacts. However to prevent future residential property from being more impacted, the local planning agency should set aside [illegible] to insure the existing and the residential prope[illegible]

Agency DEQ By [signature] 9-20

ACR 4

October 3, 1979

City of Ontario
City Hall
Ontario, OR 97914

Attention: Dick Franks
City Recorder

CONTRACTS and
AGREEMENTS No. 1171

Gentlemen:

Attached for your records is a fully executed copy of an agreement for construction of the Dorian Drive-Verde Drive Section of N.W. 4th Avenue, in Ontario.

We have retained a fully executed copy of this agreement for the Transportation Commission's files.

Sincerely,

C. V. Hall
COMMISSION SERVICES

rls
Attachments

bc: Don Harwell (Agreement attached)

STATE OF OREGON
HIGHWAY DIVISION

INTEROFFICE MEMO

TO: H. S. Coulter
State Highway Engineer

DATE: July 10, 1979

FROM: D. E. Swan
Operation Programming Engineer

SUBJECT: Proposed Urban System Project

The City of Ontario is requesting a $230,000 project to widen and improve a 0.5 mile segment of N.W. 4th Avenue. The project will provide a 48-foot curbed section with sidewalks. City will perform preliminary engineering. State will supervise construction of the project. In summary:

| Jurisdiction | Section | Total Est. Cost | Federal Funds | State Share |
|---|---|---|---|---|
| Ontario | N.W.Dorian Dr.-N.W.Verde Dr., N.W. 4th Ave., FAU 5650 | $ 230,000 | $ 188,600 | $20,700 |

Region 5 and this office investigated the proposed project confirming its validity and financing under the Urban System Program. I recommend your approval and request you authorize this project under delegated authority.

APPROVED BY:

State Highway Engineer

Date 7/10/79

GEZ:fkc

25-1387

# PROPOSED F. A. URBAN SYSTEM PROJECT

(#2)

VICTOR ATIYEH
GOVERNOR

# *Department of Transportation*
## HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

September 17, 1979

In Reply Refer to
File No.:

TO Executive Department
Federal Aid Coordination Unit

Ida-Ore Regional Planning &
Development Assn., Inc.
P. O. Box 311
Weiser, Idaho 83672

FROM D. E. Swan
Operation Programming Engineer

SUBJECT Notice of Intent for Federal Aid Funds
State Admin. Dist. No. 14
Section: N.W. Dorian Dr.-N.W. Verde Dr. (Ontario)
Highway: N.W. 4th Ave., FAU 5650, City of Ontario
County: Malheur

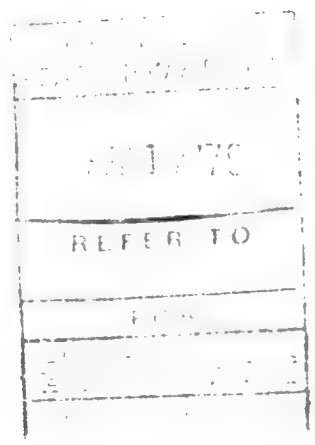
Noted
H. S. COULTER

In accordance with Executive Memorandum 02-270-20, attached are copies of the Notices of Intent for the subject project.

Early programming of this project for advance planning in anticipation of future construction is necessary; therefore, your prompt attention to this proposal will be appreciated.

Allowing time for your review, we estimate the date of filing for federal aid funds on this project to be October 17, 1979.

BLG:dmc
Attachments
cc: G. L. Green, FHWA
H. S. Coulter ✓
F. E. Terpin
J. B. Boyd (2)
J. H. Versteeg (3)
Gary Potter
W. J. Hart
Reg. 5 Engr: W. E. Schwartz
Dis. 14 Engr: C. D. Hiatt
Aeronautics Division
David Powers, Parks
B. L. Gifford




Form 734-2122

# OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

## NOTIFICATION OF INTENT TO APPLY FOR FEDERAL AID

For Internal Use Only | 1-8] PNRS # | Page One

02 | 12] APPLICANT: Department of Transportation | 46] DIVISION: Highway

03 | 12] APPLICANT ADDRESS STREET: O'DOT Building | 46] CITY: Salem | 76] ZIP: 97310

04 | 12] CONTACT PERSON: D. H. Moehring | 46] AREA CODE: 503 | 49] PHONE: 378 | 56] EXTENSION: 6563

01 | 12] PROJECT TITLE: N.W. Dorian Dr.-N.W. Verde Dr. (Ontario)

11 | 12] PROJECT LOCATION—CITY: N.W. 4th Ave. FAU-5650 City of Ontario | PROJECT LOCATION—COUNTY: Malheur | PROJECT LOCATION SEC: T: R:

SUMMARY PROJECT DESCRIPTION (ATTACH SUPPORTING DOCUMENTS AS NECESSARY—SEE INSTRUCTIONS ON BACK)

05 | General Description of Project: The project consists of grading, base rock,
06 | 12] paving, curbs; and gutters, sidewalk and drainage facilities. The existing two eight-foot travel lanes and two-foot shoulders will be increased to a
07 | 12] facility with two 14-foot travel lanes and 10-foot parking strips along the curbs.
08 | 12]
09 | 12]
10 | 12]

12

| AMOUNT REQUESTED--FEDERAL FUNDS | | NON-FEDERAL MATCHING FUNDS | | OTHER | TOTAL |
|---|---|---|---|---|---|
| (A) Grant | (B) Other | (C) State | (D) Local | (E) FUNDS | (F) FUNDS |
| 189,200 | | 12,900 | 12,900 | | 215,000 |

12] TYPE OF OTHER FEDERAL FUNDS (See 12B) | TYPE OF OTHER NON-FEDERAL FUNDS (See 12E)

13

14 | 12] FEDERAL PROGRAM TITLE: Title 23 USC Highways

15 | 12] FEDERAL AGENCY NAME: U. S. Department of Transportation | FEDERAL SUB-AGENCY NAME: FHWA

17 **(A) TYPE OF APPLICANT:** (Check (X) the single most applicable box)

| STATE | INTER-STATE | COUNTY | CITY | SCHOOL DISTRICT | SPECIAL DISTRICT | COMMUNITY ACTION | SPONSORED ORGANIZATION | OTHER |
|---|---|---|---|---|---|---|---|---|
| [X] 12 | [ ] 13 | [ ] 14 | [ ] 15 | [ ] 16 | [ ] 17 | [ ] 18 | [ ] 19 | [ ] 20 |

**(B) TYPE OF ACTION:** (Check (X) as many boxes as apply to this action)

| NEW GRANT | CONT. GRANT | SUPPL'T GRANT | INCREASE DURATION | DECREASE DURATION | CANCELLATION | INCREASE DOLLARS | DECREASE DOLLARS |
|---|---|---|---|---|---|---|---|
| XX 21 | [ ] 22 | [ ] 23 | [ ] 24 | [ ] 25 | [ ] 26 | [ ] 27 | [ ] 28 |

**(C) HAS DISTRICT CLEARINGHOUSE BEEN NOTIFIED?** Yes XX 29 No [ ] 30 Date: Sept. 17, 1979

(D) REVIEW REQUIRED by A 95: Yes [X] 31 No [ ] 32

(E) ENVIRONMENTAL IMPACT: 33 No [X] 34

(F) HOUSING RELOCATION REQUIRED: Yes [ ] 35 No [X] 36

**(G) ESTIMATED APPLICATION FILING DATE:** 41] MONTH: Oct. | 42 43] DAY: 17 | 44 45] YEAR: 1979

## ADDITIONAL INFORMATION—ALL APPLICANTS

I. A. Is the project consistent with the city or county comprehensive plan, zoning and subdivision ordinance? No ☐ Yes ☒

I. B. Is the proposal consistent with statewide land use goals? No ☐ Yes ☒

I. C. Is the proposal consistent with state and regional plans? No ☐ Yes ☒

II. Will the project have an impact on a neighboring jurisdiction? No ☒ Yes ☐

If so, is the project consistent with the comprehensive plan for that jurisdiction? No ☐ Yes ☐

III. Explain deviations if any, from pertinent plans.

IV. Federal Catalog number (or Public Law no. and title) 20.205 Highway Planning & Construction

V. Has funding agency been notified? No ☐ Yes ☒ Date: Sept. 17, 1979

VI. If project includes state funds (12C), identify agency Highway

## STATE AGENCIES ONLY

VIII (a) IS PROGRAM BUDGETED ☐ NON-BUDGETED ☐

(b) STATE SHARE

| GENERAL FUND CASH | OTHER FUND CASH | IN KIND |
|---|---|---|
| $_____ | $_____ | $_____ |

(c) FUNDING METHOD

| | FEDERAL SHARE | STATE SHARE | TOTAL |
|---|---|---|---|
| First Year | %____ $_____ | %____ $_____ | %____ $_____ |
| Second Year | %____ $_____ | %____ $_____ | %____ $_____ |
| Third Year | %____ $_____ | %____ $_____ | %____ $_____ |

(d) WILL PROGRAM REQUIRE HIRING OF NEW STATE EMPLOYEES? No ☐ Yes ☐ Number _____

(e) Will accounting for this grant be administered by the Executive Dept. Accounting Division? Yes ☐ No ☐

**PLEASE ATTACH ANY ADDITIONAL NARRATIVE OR REMARKS**

This is a Category 3 Project of Non-Major environmental impact under Oregon's Action Plan.

OREGON STATE HIGHWAY DIVISION
PROJECT ASSESSMENT

M-5650(-)

PART 1. GENERAL INFORMATION

A. Project Identification:

Date September 11, 1979

Section NW Dorian Dr - NW Verde Dr. (Ontario) Unit (if appl)

County Malheur City Ontario

Highway N. W. 4th Avenue - FAU-5650 State Hwy. No.

Termini: M.P. (if appl) Length 2650 feet

Region #5 Construction Estimate $142,350
Program Amount

B. Purpose of Project: To widen, grade, provide drainage improvements and repave the Verde Drive to Dorian Drive section of N. W. 4th Avenue in Ontario. The area has experienced substantial recent residential development, greatly increasing the traffic load on a badly deteriorated, substandard collector.

C. Origin & History of Project: N. W. 4th Avenue originated as a County road and as the city annexed property, the road came under city control. Since 1960 considerable residential development (including several recent major subdivisions) has been occurring along N. W. 4th Avenue, greatly increasing the traffic load. The increasing traffic and the deteriorated substandard nature of the road are creating a growing hazardous situation. Over the years as the road evolved the county has failed to obtain right-of-way in some cases and the city is currently negotiating for these rights-of-way.

D. General Description of Project: The project consists of grading, base rock, paving, curbs;and gutters,sidewalk and drainage facilities. The existing two eight-foot travel lanes and two-foot shoulders will be increased to a facility with two 14-foot travel lanes and 10-foot parking strips along the curbs.

Alignment: New ____ Existing ____ Combined X

Typical Section: Existing: No. Lanes 2 ; Med. ____ ; Shldrs. Yes ; Parking No

Proposed: No. Lanes ____ ; Med. ____ ; Shldrs. No ; Parking Yes

Traffic: Existing Facility: Existing ADT 3050 ; Projected ADT ____ ; Yr. ____

Existing Level of Service inadequate

Right of Way: Additional anticipated Yes ; if yes, give approx. No. Parcels _____
Yes, No

Acres 1.1 ; Type of Relocation Req. None ; No. _____

Materials Source, Borrow, Waste Disposal Requirements, if any:

Materials to be obtained from existing sources. No waste disposal problems are anticipated.

Type of Structure(s):

None

Brief Description of River or Stream and Type of Involvement, if any:

None

Local City, County of COG priorities of project;

The City of Ontario Comprehensive Plan lists this project as its number 2 priority for a project of this type for available funding.

FHWA and/or OSHD approvals given, if any:

None

Location or Design Alternatives (identify and describe):

"Nobuild" alternative. Any other alternatives (i.e. a four-lane facility) are limited by existing rights-of-way and existing adjacent development.

Other Descriptive Information or Comments:

N. W. 4th Avenue is one of the more important east-west collectors in the northwest section of Ontario and drains a substantial amount of residential traffic to and from the core area of the city.

(Attach project sketch map.)

PART II. ENVIRONMENTAL ASSESSMENT

A. Brief Environmental Setting of Project Area:

1. Natural: The project is located in a rapidly growing residential area on the northwestern urban-rural fringe of Ontario. Situated in the Snake River Basin on the Oregon-Idaho border, Ontario is the commercial-service hub of a large area of irrigated agricultural lands. The elevation of the area is just over 2,000 feet and average summer temperatures are among the warmest in Oregon. With an annual precipitation in the 8 to 10-inch range, natural vegetation consists of some of the most drought-tolerant vegetation types in Oregon. These include sage varieties, as well as greasewood and salt resistant grasses. In the project area natural vegetation has long ago been replaced by agricultural activities and more recently by suburbanization. Affected vegetation now includes some introduced Chinese elm, cottonwood and ornamental shrubs. Soils are very light in color, light and silty in texture with hardpans and some alkaline deposits are exposed at the surface near the project area. Project area soils are easily moved by wind action when exposed. Some igneous intrusion, such as Malheur Butte, are characteristic of the area, but are not present at the project site. Wildlife has largely been replaced by agricultural and urban related activities, but rabbits, pheasant, waterfowl are still present in the area. Fishing is also an important activity in the local area (warm water varieties).

2. Cultural: Ontario is the agricultural, commercial and industrial center of the immediate Snake River area (outside the Boise-Nampa-Caldwell area 40-60 miles away). Ontario has historically experienced the most significant growth of a number of nearby communities because of its centralized location. However, the introduction of an Idaho Sales Tax in 1966 instigated an era of rapid growth. Since 1970 the population of Ontario has grown by nearly 40 percent and now totals 9,000 people. Agricultural processing, retail trade and service to Idaho based residents are the major support for this growth. In turn, this substantial economic growth has spawned an amazing amount of residential development, including at least three subdivisions in the project area. Current land uses adjacent to the project site include residential (the majority), two agricultural fields (alfalfa and wheat), and one small horse pasture. A small strip of land will be required from some adjacent properties, but only one structure ( an old machinery/shed barn) will be affected. Utility conflicts include power poles, mail and paper boxes, an irrigation ditch and existing city services.

B. Preliminary Assessment of Environmental Impacts:

1. Consequences and Significance of Right-of-Way Acquisition: Right-of-way acquisition will consist of a narrow frontage strip from some adjacent properties. Such acquisition is not anticipated to have any detrimental affect on the value or liveability of any of the residences along the project. However, a few residences will lose some trees and ornamental shrubs located immediately adjacent to the existing street.

2. Estimated Impact on Traffic Patterns:
The project will provide for a much smoother and more orderly movement of traffic through this residential area.

Consequences--Air Quality, Noise, Safety, etc.:
The safety of traffic on N. W. 4th Avenue will be improved. The improvement of N. W. 4th Avenue should also encourage some of the extreme congestion of S. W. 4th Avenue to use N. W. 4th Avenue.

3. Estimated Impact on Land Use: While the existing substandard and hazardous street has certainly not inhibited residential subdivision construction, the proposed improvement should not only facilitate accessibility to existing subdivisions, but will probably promote further development in the area.

Consequences:

Possible acceleration of future development of available property along the route.

4. Expected Impact on Natural Ecological Resources:

All natural habitat has previously been converted to man's uses - agricultural and residential uses.

Consequences:

5. Expected Impact on Cultural and Scenic Resources:

Further conversion of agricultural land to residential purposes. However, much of the land in this area ( with at least one major exception) is limited in agricultural potential because of high localized alkaline deposits and previous residential development.

Consequences:

6. Preliminary Identification of Areas of Critical Concern:

None

7. Potential for Controversial Issues:

None

8. Potential for Consistency of Proposal With:

a. Clean Air Implementation Plans )
b. Noise Standards ) Temporary construction related increases. Numerous adjacent residences to proposed project may be impacted. A noise study report is required.

c. Water Quality Standards
N/A

d. Area Land Use and Transportation Plans, and Zoning

Consistent

---

C. Recommended Type of Action and Documentation:

----------MAJOR ACTION---------- ----NON-MAJOR ACTION------

| SIGNIFICANT: | NON-SIGNIFICANT: | |
|---|---|---|
| ____ D& FEIS | ____ D& F Neg. Dec. | __X__ ASSESSMENT ONLY |
| ____ Section 4 (f) | ____ Section 4 (f) | ____ STATEWIDE ASSESSMENT |

Basis for Type of Action and Documentation: Category 3, non-major action due to the limited scope of the project with minimal right-of-way (possibly one structure) and limited adverse impact on the human and natural environment.

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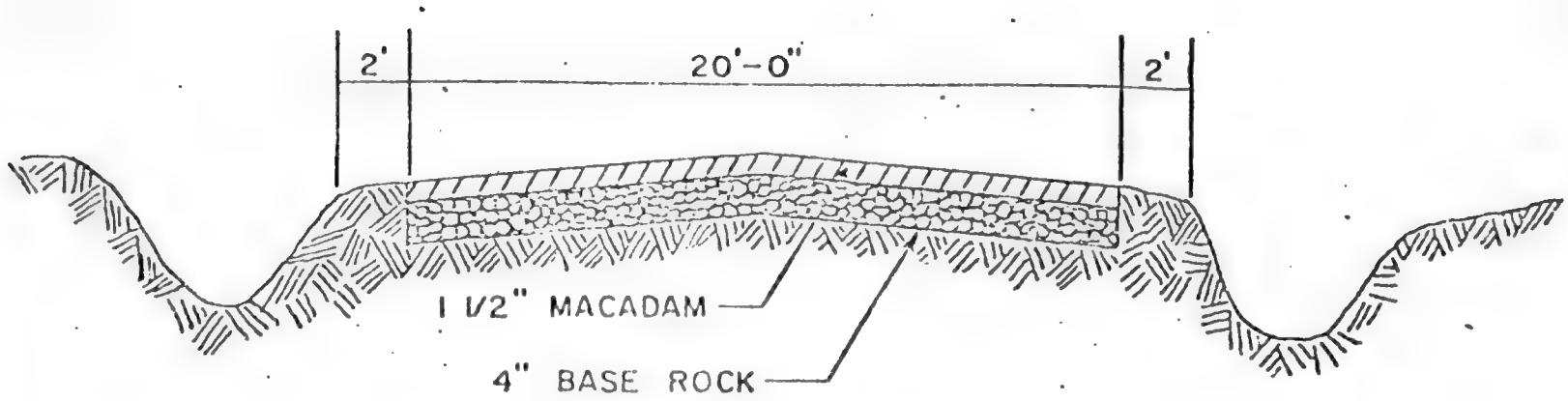
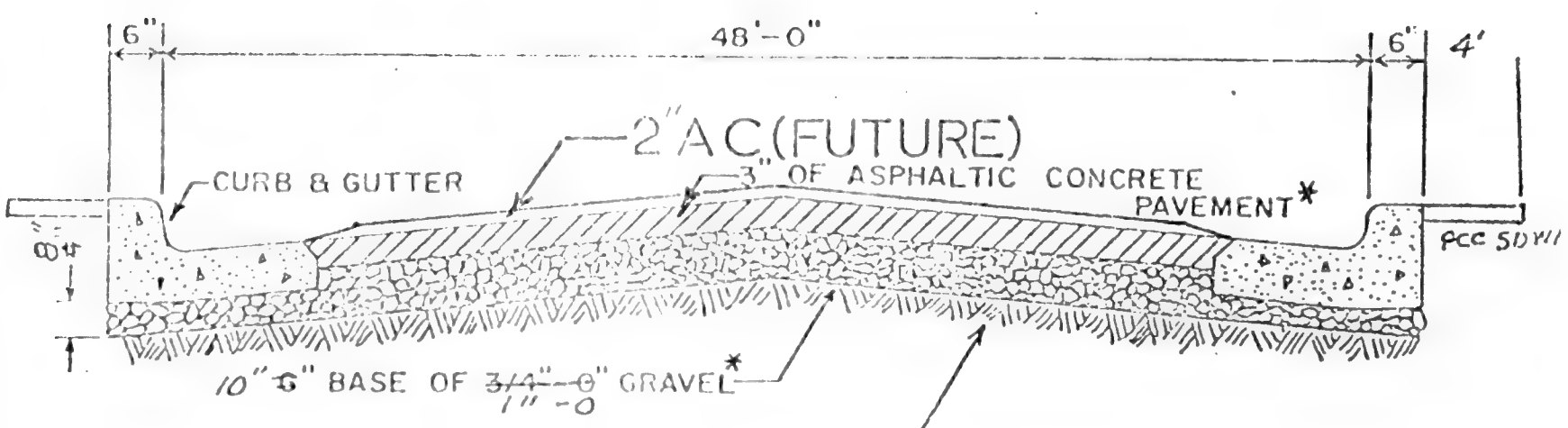
D. Recommended Project Category: ____ 1 ____ 2 __X__ 3 ____ 4

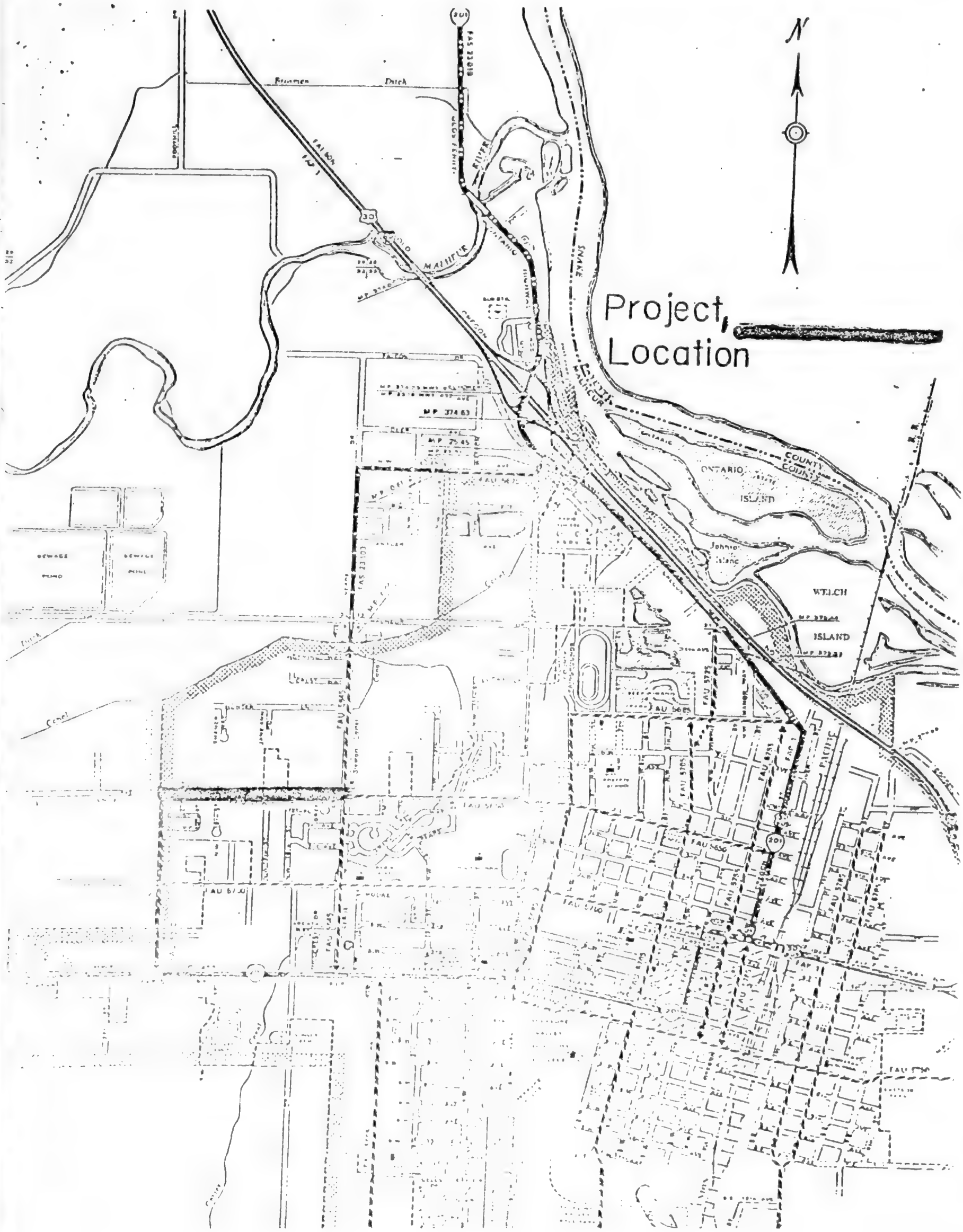



Current Cross Section N. W. 4th Ave.




*commercial grade matl's.

Proposed Cross Section N. W. 4th Ave.


N
Project
Location
Brunner
Ditch
SNAKE
RIVER
ONTARIO
COUNTY
ISLAND
Johnson
Island
WELCH
ISLAND
SEWAGE
POND
SEWAGE
POND

CITY OF Ontario.... THE CAPITAL OF EASTERN OREGON

444 S.W. 4TH ST.
ONTARIO, OREGON
97914

June 27, 1979

Mr. Gary Zehner
Project Management Section
Oregon Department of
Transportation
State Highway Building
Salem, Oregon 97310

Dear Mr. Zehner:

I have reviewed Roger Lang's project estimate for the N. W. 4th Avenue street improvement project, and find it to be acceptable. When we developed the project costs on our application, we did so using the City of Ontario's standard section and current contract prices which we have been receiving whereas Mr. Lang used the design criteria as set forth by the Federal people and the State's pricing structure.

With the increased cost of the project we would like to request a three year advance on our F.A.U. funds in accordance with the terms of the F.A.U. working agreement, for this project.

If you have any questions or need any further information, please feel free to contact me.

Very truly yours,

Doug Tietze
Director of Public Works

DT:rmg

cc: Roger Lang

send this copy to G Zehner when prefix is approved

FORM 81.734.3030

OREGON STATE HIGHWAY DIVISION
INTER-OFFICE CORRESPONDENCE
La Grande, Oregon
June 12, 1979

FILE: 323-1988

FROM: Roger C. Lang
Region Federal Aid Engineer

TO: D. E. Swan
Federal Aid Manager

Attention: Gary Zehner

SUBJECT: Proposed Project
N.W. Dorian Drive (Ontario)
N.W. Verde Drive Section
FAU Route FAU5650, N.W. 4th Ave.

Enclosed is project application and letter from Tom Hardy, City Manager, requesting widening, grading, curbs and paving of N. W. 4th Avenue, FAU5650, from N. W. Dorian Drive to N. W. Verde Drive. The project has been identified as the No. 1 priority by the City and County.

PRELIMINARY ENGINEERING

The project application shows the State to perform preliminary engineering. This is an inadvertent error as the City will prepare the plans and draft the special provisions for this project. Also, the City will erect any permanent signing required and stripe the project. Estimated costs of preparing the plans and specifications by the City is $4,000 which are reimbursable.

TYPICAL SECTION

The City is presently conducting an extensive survey to determine surfacing depths for a 10-year life. In order to comply with the recent requirement to assure FHWA that the initial phase of a project meet a 10-year life the City has modified the base rock depth to 10", immediate surfacing of 3" with a future course of 2". Immediate CBE will be 16 with ultimate of 20 which would appear to be adequate for this residential street.

BASE ROCK & PAVING SPECIFICATIONS

as per tele. call to R Lang - 7-11-79
use same Data from Made for Section ...

The City is interested in utilizing commercial grade aggregates for base rock, concrete and asphalt paving. Samples of the materials will be obtained and tested in order to determine their suitability. The City feels substantial savings could result if commercial grade materials are acceptable.

A.D.T

No information is available for this section. Rather than take a wild guess on volumes, it is requested that a 24-hour tube count be conducted with a 4-hour visual classification. It is felt a 16-hour manual count is not warranted for this project.

RIGHT OF WAY

Additional right-of-way will be required for the project in order to accomodate the roadbed section and sidewalk. Recently constructed houses along

NOTED

N. W. 4th Avenue have been set back to allow this construction. The City anticipates receiving donation right-of-way as the project is very popular with the residents. It appears as though a "machinery shed/barn" may be involved.

ESTIMATED PROJECT COST

The City's estimated cost of $142,350 may be somewhat conservative as the costs were based on "City Specification" projects and on 6" of base rock. Enclosed is a reconnaissance estimate based on my review of the project on 6/8/79. It is recommended programming be made on my reconnaissance estimate. By copy of this letter I am asking the City to confirm their acceptance.

FINANCING

The City is requesting an advancement of funds to construct this project under the terms provided in the FAU Working Agreement.

Please take the necessary steps to program the project with the Department of Transportation.

If additional information is needed, please advise. Survey prospectus and Authority for Survey are enclosed.

Roger C. Lang
-by M.T.

RCL:mt

cc: Tom Hardy, City Manager
Judge Ernest Seuell
Doug Tietze / attachments
P. F. Burnett/attachments
John Preston

RECEIVED
JUN 3 1979

Form 81-734-3039

OREGON STATE HIGHWAY DIVISION

# AUTHORITY FOR SURVEY

Section NW Dorian Dr. (Ontario) NW Verde Drive

Date June 11, 19 79

Highway FAU Route 5650, NW 4th Avenue

Authorization No. 1

County Malheur

Survey Prefix (Assigned by Salem office)

Description of termini, route, length, etc.:

From NW Dorian Drive to NW Verde Drive.

Purpose of survey:

Monitor preparation of plans and draft specifications by the City.

Estimate of cost:

INSTRUCTIONS

Submit four copies to Salem. After approval by the Assistant State Highway Engineer, one copy will be sent to the Regional Engineer and one copy to the Resident Engineer.

**This form does not constitute authority for making survey until approved and returned.**

Submit separate order for each survey.

Total estimated cost of survey . . . . . $.....

Previous authorization . . . . . .....

Additional authorization requested . . . . .....

Additional authorization approved (Salem) . .....

Total all authorizations approved (Salem) . . ..... .....

Requests made by:

R. C. Lang

~~XXXXXXXX~~

Region Federal Aid Engineer

Recommended for Approval:

Regional Engineer

Recommended for Approval:

Location Engineer

Approved:

Assistant State Highway Engineer

SP*19760-734 REGIONAL CONSTRUCTION ENGINEER

Form 81-734-3049

OREGON STATE HIGHWAY DIVISION

TABULATION SHEET

SHEET ..... OF ..... SHEETS

Recon. Est.
N.W. Dorian Dr - NW Verdie Dr
FAU 5650, N.W. 4th Ave
Ontario Length 2650'

A.C. - Commercial Mix
2650 X 48' X .0611 X 3" = 2235 Tons @ 24.00 = 53,640
(City presently obtaining at $21/ton

Excavation
Est 4,000 c.y. @ $6.00 24,000

Aggr. Base - Comm. Grade -
2650' X 48' X .83 ÷ 27 = 3910 X 1.85 = 7234T @ 4.20 = 30,380
(City presently obtaining at $3.20/c.y.)

Curbs
Est 5040' X 4.25 21,420

Sdwk - Comm. Grade Conc.
5040 X 4 ÷ 9 = 2240 Sq.yd @ 12.00 26,880

Illumination
By Franchise - est. for Cable 550

Adjust manholes & W.V.
MH - 6 @ 150 900
WV - 7 @ 50 350

$158,120
+40% Engr & Contingencies 63248
$221,368

Note: Substantial Savings could result if Commercial Aggr. base, Port. Cem. Sdwks, Curbs are acceptable.

9154.

# LOCATION PROSPECTUS

NOTE: SHADED AREAS TO BE COMPLETED IN SALEM OFFICE

OREGON DEPARTMENT OF TRANSPORTATION
LOCATION UNIT

DATE: June 4, 1979

PREFIX:

## 1 - IDENTIFICATION

PROJECT NAME: NW Dorian Dr (Ontario) NW Verdin Ln. Etc.

HIGHWAY NAME: FAU 5650

HIGHWAY NUMBER: N/A

| REGION | ADMINISTRATIVE DISTRICT | COUNTY | CITY |
|---|---|---|---|
| 5 | | Malheur | Ontario |

| LENGTH | MILEPOST NUMBER | | |
|---|---|---|---|
| 2.65 | | TO | ☐ RURAL ☒ URBAN |

LOCAL GOVERNMENT PROJECT? ☒ YES ☐ NO

IF YES, UNIT OF GOVERNMENT: FAU Dist. - County & City (City Prime)

TYPE OF FUNDS: ☐ FAI ☐ FAP ☐ FAS ☐ STATE ☒ FAUS ☐ OTHER

METHOD OF CONSTRUCTION: ☒ CONTRACT ☐ STATE FORCE ☐ OTHER

TYPE OF WORK: ☒ GRADING ☒ PAVING ☐ STRUCTURE ☐ SIGN ☐ SIGNAL ☐ ILLUMINATION ☐ ROADSIDE IMPROVEMENT ☐ OTHER

PROJECT DESCRIPTION

Widening, grading, curbs, paving and sidewalk construction

## 2 - TRAFFIC DATA

| EXISTING AVERAGE DAILY TRAFFIC (YEAR-VOLUME) | PROJECTED AVERAGE DAILY TRAFFIC (YEAR-VOLUME) |
|---|---|
| | |

| LEVEL OF SERVICE | A | B | C | D | E | F |
|---|---|---|---|---|---|---|
| EXISTING | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ |
| PROPOSED | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ |

| DESIGN SPEED (MPH) | DESIGN STANDARDS | TRAFFIC ANALYSIS |
|---|---|---|
| 25 MPH | | ☐ LIGHT ☐ MEDIUM ☐ HEAVY |

FOT to be determined by traffic count, 24 hour tube count, 4 hour visual classification

| FEATURES | EXISTING NUMBER AND WIDTH | PROPOSED NUMBER AND WIDTH |
|---|---|---|
| TRAVEL LANES | 2 - 10' | 2 - 12' |
| SHOULDERS | 2 - 2' | N/A to be curbed |
| MEDIANS | NONE | NONE |
| PARKING LANES | NONE | 2 - 10' * |
| SIDEWALKS | NONE | 2 - 4' |
| BIKEWAYS | NONE | |
| INTERCHANGES | NONE | NO |
| OTHER: | | *Allows 2' sight distance |

| | YES | NO | MAYBE | | YES | NO | MAYBE |
|---|---|---|---|---|---|---|---|
| Channelization | ☐ | ☒ | ☐ | Right of Way (cont.) Improvements | ☐ | ☒ | ☐ |
| Frontage Roads | ☐ | ☒ | ☐ | Access Control | ☐ | ☒ | ☐ |
| Traffic Signals | ☐ | ☒ | ☐ | Railroad Crossing | ☐ | ☒ | ☐ |
| Signing | ☐ | ☐ | ☒ By City | At Grade | ☐ | ☒ | ☐ |
| Illumination | ☒ | ☐ | ☐ Franchise | Separated | ☐ | ☒ | ☐ |
| Structures | ☐ | ☒ | ☐ | Railroad Encroachment | ☐ | ☒ | ☐ |
| Stage Construction | ☐ | ☒ | ☐ | Permits | ☐ | ☒ | ☐ |
| Pedestrian Crossing | ☐ | ☒ | ☐ | Conditional Use | ☐ | ☒ | ☐ |
| Rest Area | ☐ | ☒ | ☐ | Flood Plain | ☐ | ☒ | ☐ |
| Truck Scale Site | ☐ | ☒ | ☐ | Irrigation District | ☐ | ☐ | ☒ |
| Landscaping | ☐ | ☒ | ☐ | Water District | ☐ | ☒ | ☐ |
| Drainage | ☐ | ☐ | ☒ | Drainage District | ☐ | ☒ | ☐ |
| River _____ | ☐ | ☒ | ☐ | Div. of State Lands | ☐ | ☒ | ☐ |
| Stream _____ | ☐ | ☒ | ☐ | Dept. of Geology & Min. Ind. | ☐ | ☒ | ☐ |
| Storm Sewer | ☐ | ☐ | ☒ | Corps of Engineers | ☐ | ☒ | ☐ |
| Sanitary Sewer | ☐ | ☒ | ☐ | Coast Guard | ☐ | ☒ | ☐ |
| Right of Way | ☐ | ☐ | ☐ | DEQ NPS Air Pollution | ☐ | ☒ | ☐ |
| Simple Acquisition | ☐ | ☐ | ☐ | DEQ NPS Water Pollution | ☐ | ☒ | ☐ |
| Complex Acquisition | ☐ | ☒ | ☐ | Building | ☐ | ☒ | ☐ |
| Relocations. | ☐ | ☒ | ☐ | Fish & Wildlife Approval | ☐ | ☒ | ☐ |

SUGGESTED BASE DESIGN

| " | NEW WORK | OVER EXISTING |
|---|---|---|
| 10" 1"-0 Commercial Gravels | X | |

## 7 - TYPICAL SECTION AND LOCATION

Attach 8½ x 11 inch sheets for general location map and typical section (roadway & structure).

## 8 - PROJECT COST ESTIMATES

| | REGION | SALEM |
|---|---|---|
| PRELIMINARY ENGINEERING | 6,250 | |
| RIGHT OF WAY | 0 | |
| TRAFFIC CONTROL | 0 | |
| ILLUMINATION | 550 | |
| STRUCTURES | 0 | |
| RAILROAD | 0 | |
| ROADWAY | 158,120 | |
| OTHER | | |
| ENGINEERING & CONTINGENCIES 40% | 63,248 | |
| PROJECT TOTAL | 227,368 | |

SUBMITTED BY Eugene C. Long

## 3 - FEATURES (cont.)

| | YES | NO | MAYBE |
|---|---|---|---|
| Agreements (City-County Etc.) | ☐ | ☐ | ☐ |
| Environmental Assessment | ☒ | ☐ | ☐ |
| Statewide Assessment | ☐ | ☒ | ☐ |
| Negative Declaration | ☐ | ☒ | ☐ |
| Environmental Impact Statement | ☐ | ☒ | ☐ |
| 4-F Statement | ☐ | ☒ | ☐ |
| Citizen Advisory Committee | ☐ | ☒ | ☐ |
| Public Hearing _____ | ☐ | ☒ | ☐ |
| Borrow Source | ☐ | ☒ | ☐ |
| Material Source | ☐ | ☒ | ☐ |
| Utilities | ☒ | ☐ | ☐ |

Type Power - Irrigation Maybe

| | YES | NO | MAYBE |
|---|---|---|---|
| Hydraulics Study | ☐ | ☒ | ☐ |
| Soils Investigation | ☒ | ☐ | ☐ |
| Airport Clearance | ☐ | ☒ | ☐ |
| Economic Analysis | ☐ | ☒ | ☐ |
| Requires Field Survey By City | ☒ | ☐ | ☐ |
| Old Survey Available | ☐ | ☐ | ☐ |
| Requires Vicinity Map | ☐ | ☐ | ☐ |
| Requires Photogrammetry | ☐ | ☐ | ☐ |
| Requires Reconnaissance Survey | ☐ | ☐ | ☐ |
| Reconnaissance Available | ☐ | ☐ | ☐ |
| Design Review With City | ☒ | ☐ | ☐ |

## 4 - WORK ITEMS

| | TO BE PERFORMED BY: APPLICANT | STATE | CONSULTANT |
|---|---|---|---|
| PRELIMINARY ENGINEERING | ☒ | ☐ | ☐ |
| RIGHT-OF-WAY | ☒ | ☐ | ☐ |
| CONSTRUCTION ENGINEERING | ☐ | ☒ | ☐ |

## 5 - DURATION TIMES (MONTHS)

| | FLOAT | ACTIVE |
|---|---|---|
| RECONNAISSANCE SURVEY | (_____) | _____ |
| DRAFT ENVIRONMENTAL IMPACT STATEMENT | (_____) | _____ |
| CORRIDOR APPROVAL | (_____) | _____ |
| FIELD SURVEY | (_____) | _____ |
| PRELIMINARY DESIGN | (_____) | _____ |
| DESIGN APPROVAL/FINAL EIS | (_____) | _____ |
| RIGHT-OF-WAY DESCRIPTIONS | (_____) | _____ |
| RIGHT-OF-WAY ACQUISITION | (_____) | _____ |
| P.S. & E. DOCUMENTS | (_____) | _____ |

RECOMMENDED CONSTRUCTION DATE _____ (Region) _____ (Salem)

# ADDENDUM TO LOCATION PROSPECTUS

## FOR FEDERAL AID PRELIMINARY ENGINEERING PROJECT

| PROJECT LOCATION | APPN CODE | ITEM NO. | PROJECT NO. | ROUTE NO. FED. | ROUTE NO. STATE |
|---|---|---|---|---|---|
| | | | | | |

Access Control _____ Parking Restrictions _____ System Revision _____

Airports (within 2 Mi.) _____ ROW _____

Water Development _____ Recreation & Historical Areas _____

A-95 Review:

State Cl. Ho. ..... Exempt___ Date Approved _____

Dist.____Cl. Ho. ..... Exempt___ Date Approved _____ No Reply___

Project Environmental Assessment: FHWA Concurrence Dated _____

Major/Significant___(EIS) Major/Non-significant___(Neg.) Non-major___(None)

Notes: (1) Project in Congressional District___.

(2) _____

_____

I request authorization to proceed with the PRELIMINARY ENGINEERING work checked below:

___All Phases
___All Phases thru Final Envir. Document
___Incl. Archeological Salvage
___ " Util. Preparatory Work
___ " R.R. Preparatory Work

Est. Proj. Cost:
TEC NTE $ _____
FF $ _____
STATE $ _____
_____ $ _____

For PR-37:
Field Phase $ _____
PS&E Phase $ _____

REMARKS:

| DATE | SIGNATURE OF REQUESTING OFFICIAL | TITLE |
|---|---|---|
| | | |

9159

OREGON STATE HIGHWAY DIVISION
PROJECT ASSESSMENT

cy Doug Tietze
Gary Zehner ✓
Final Field Draft,
for your info.
Roger

PART 1. GENERAL INFORMATION

A. Project Identification:

Date June 11, 1979

Section Verde Drive to Dorian Drive — Unit (if appl) ____

County Malheur — City Ontario

Highway N. W. 4th Avenue — State Hwy. No. ____

Termini: M.P. (if appl) ____ — Length 2650 feet

Region #5 — Construction Estimate $142,350 Program Amount

B. Purpose of Project: To widen, grade, provide drainage improvements and repave the Verde Drive to Dorian Drive section of N. W. 4th Avenue in Ontario. The area has experienced substantial recent residential development, greatly increasing the traffic load on a badly deteriorated, substandard collector.

C. Origin & History of Project: N. W. 4th Avenue originated as a County road and as the city annexed property, the road came under city control. Since 1960 considerable residential development (including several recent major subdivisions) has been occurring along N. W. 4th Avenue, greatly increasing the traffic load. The increasing traffic and the deteriorated substandard nature of the road are creating a growing hazardous situation. Over the years as the road evolved the county has failed to obtain right-of-way in some cases and the city is currently negotiating for these rights-of-way.

D. General Description of Project: The project consists of grading, base rock, paving, curbs;and gutters,sidewalk and drainage facilities. The existing two eight-foot travel lanes and two-foot shoulders will be increased to a facility with two 14-foot travel lanes and 10-foot parking strips along the curbs.

Alignment: New ____ Existing ____ Combined X

Typical Section: Existing: No. Lanes 2 ; Med. -- ; Shldrs. Yes ; Parking No

Proposed: No. Lanes 2 ; Med. -- ; Shldrs. No ; Parking Yes

Traffic: Existing Facility: Existing ADT 3050 ; Projected ADT ____ ; Yr. ____

Existing Level of Service inadequate

Proposed Facility: Projected ADT Unknown ; Yr. ____

Right of Way: Additional anticipated Yes ; if yes, give approx. No. Parcels _____
Yes, No

Acres 1.1 ; Type of Relocation Req. None ; No. _____

Materials Source, Borrow, Waste Disposal Requirements, if any:

Materials to be obtained from existing sources. No waste disposal problems are anticipated.

Type of Structure(s):

None

Brief Description of River or Stream and Type of Involvement, if any:

None

Local City, County of COG priorities of project;

The City of Ontario Comprehensive Plan lists this project as its number 2 priority for a project of this type for available funding.

FHWA and/or OSHD approvals given, if any:

None

Location or Design Alternatives (identify and describe):

"Nobuild" alternative. Any other alternatives (i.e. a four-lane facility) are limited by existing rights-of-way and existing adjacent development.

Other Descriptive Information or Comments:

N. W. 4th Avenue is one of the more important east-west collectors in the northwest section of Ontario and drains a substantial amount of residential traffic to and from the core area of the city.

(Attach project sketch map.)

PART II. ENVIRONMENTAL ASSESSMENT

A. Brief Environmental Setting of Project Area:

1. Natural: The project is located in a rapidly growing residential area on the northwestern urban-rural fringe of Ontario. Situated in the Snake River Basin on the Oregon-Idaho border, Ontario is the commercial-service hub of a large area of irrigated agricultural lands. The elevation of the area is just over 2,000 feet and average summer temperatures are among the warmest in Oregon. With an annual precipitation in the 8 to 10-inch range, natural vegetation consists of some of the most drought-tolerant vegetation types in Oregon. These include sage varieties, as well as greasewood and salt resistant grasses. In the project area natural vegetation has long ago been replaced by agricultural activities and more recently by suburbanization. Affected vegetation now includes some introduced Chinese elm, cottonwood and ornamental shrubs. Soils are very light in color, light and silty in texture with hardpans and some alkaline deposits are exposed at the surface near the project area. Project area soils are easily moved by wind action when exposed. Some igneous intrusion, such as Malheur Butte, are characteristic of the area, but are not present at the project site. Wildlife has largely been replaced by agricultural and urban related activities, but rabbits, pheasant, waterfowl are still present in the area. Fishing is also an important activity in the local area (warm water varieties).

2. Cultural: Ontario is the agricultural, commercial and industrial center of the immediate Snake River area (outside the Boise-Nampa-Caldwell area 40-60 miles away). Ontario has historically experienced the most significant growth of a number of nearby communities because of its centralized location. However, the introduction of an Idaho Sales Tax in 1966 instigated an era of rapid growth. Since 1970 the population of Ontario has grown by nearly 40 percent and now totals 9,000 people. Agricultural processing, retail trade and service to Idaho based residents are the major support for this growth. In turn, this substantial economic growth has spawned an amazing amount of residential development, including at least three subdivisions in the project area. Current land uses adjacent to the project site include residential (the majority), two agricultural fields (alfalfa and wheat), and one small horse pasture. A small strip of land will be required from some adjacent properties, but only one structure ( an old machinery/shed barn) will be affected. Utility conflicts include power poles, mail and paper boxes, an irrigation ditch and existing city services.

B. Preliminary Assessment or Environmental Impacts:

1. Consequences and Significance of Right-of-Way Acquisition: Right-of-way acquisition will consist of a narrow frontage strip from some adjacent properties. Such acquisition is not anticipated to have any detrimental affect on the value or liveability of any of the residents along the project. However, a few residents will lose some trees and ornamental shrubs located immediately adjacent to the existing street.

2. Estimated Impact on Traffic Patterns:
The project will provide for a much smoother and more orderly movement of traffic through this residential area.

Consequences--Air Quality, Noise, Safety, etc.:
The safety of traffic on N. W. 4th Avenue will be improved. The improvement of N. W. 4th Avenue should also encourage some of the extreme congestion of S. W. 4th Avenue to use N. W. 4th Avenue.

3. Estimated Impact on Land Use: While the existing substandard and hazardous street has certainly not inhibited residential subdivision construction, the proposed improvement should not only facilitate accessibility to existing subdivisions, but will probably promote further development in the area.

Consequences:

Possible acceleration of future development of available property along the route.

4. Expected Impact on Natural Ecological Resources:

All natural habitat has previously been converted to man's uses - agricultural and residential uses.

Consequences:

5. Expected Impact on Cultural and Scenic Resources:

Further conversion of agricultural land to residential purposes. However, much of the land in this area ( with at least one major exception) is limited in agricultural potential because of high localized alkaline deposits and previous residential development.

Consequences:

6. Preliminary Identification of Areas of Critical Concern:

None

7. Potential for Controversial Issues:

None

8. Potential for Consistency of Proposal With:

a. Clean Air Implementation Plans )
b. Noise Standards ) Temporary construction related increases. Numerous adjacent residences to proposed project may require a noise study.

c. Water Quality Standards
N/A

d. Area Land Use and Transportation Plans, and Zoning

Consistent

---

C. Recommended Type of Action and Documentation:

----------MAJOR ACTION---------- -----NON-MAJOR ACTION------

| SIGNIFICANT: | NON-SIGNIFICANT: | |
|---|---|---|
| ____ D& FEIS | ____ D& F Neg. Dec. | _X_ ASSESSMENT ONLY |
| ____ Section 4 (f) | ____ Section 4 (f) | ____ STATEWIDE ASSESSMENT |

Basis for Type of Action and Documentation: Category 3, non-major action due to the limited scope of the project with minimal right-of-way (possibly one structure) and limited adverse impact on the human and natural environment.

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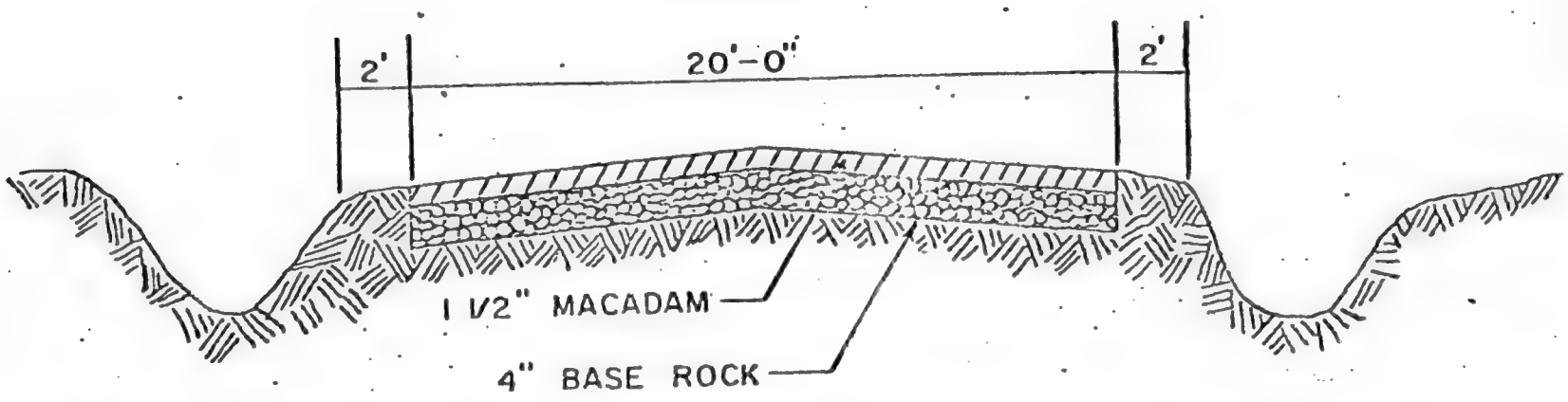
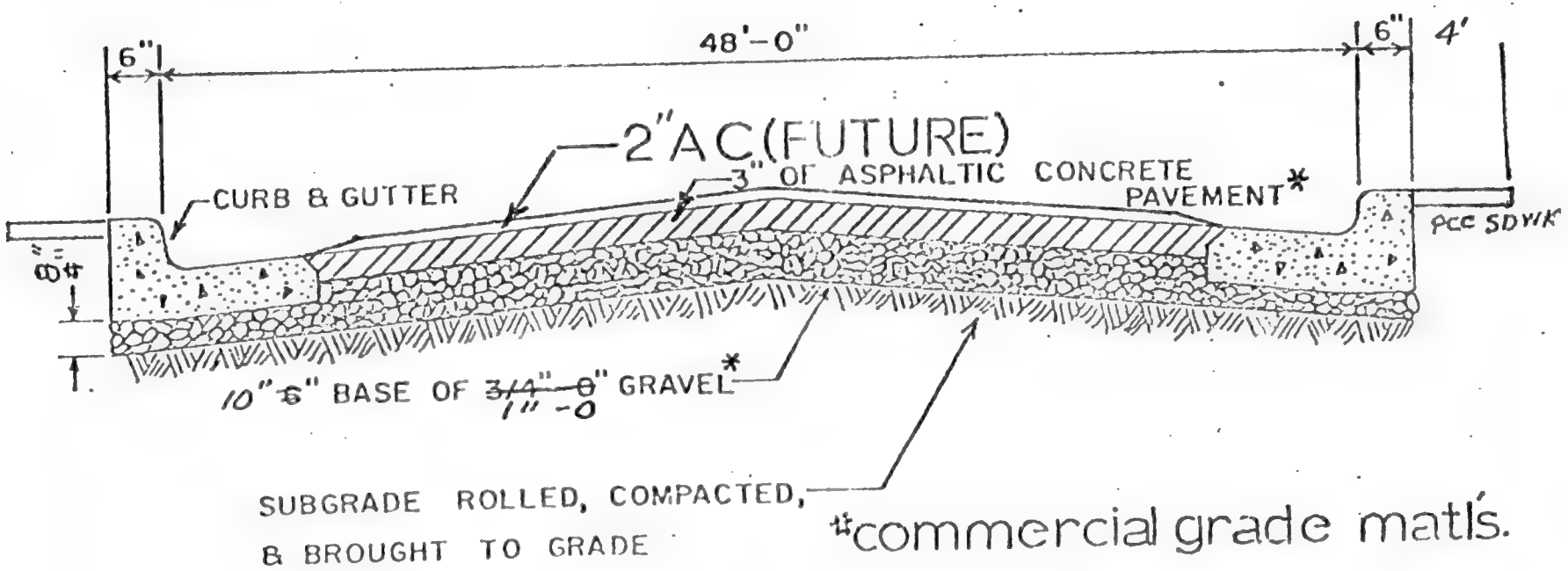
D. Recommended Project Category: ____ 1 ____ 2 _X_ 3 ____ 4

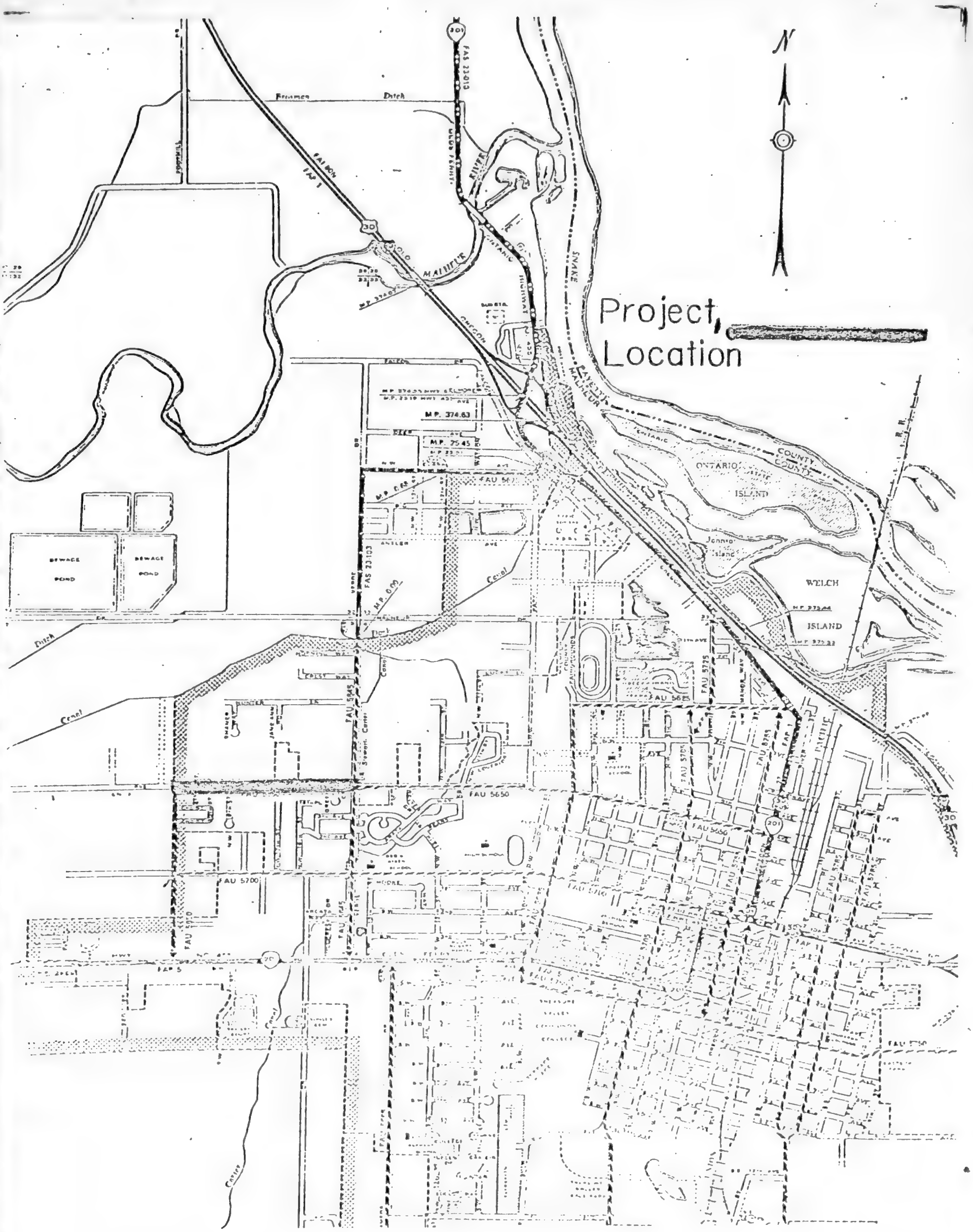



Current Cross Section N. W. 4th Ave.




*commercial grade matl's.

Proposed Cross Section N. W. 4th Ave.


N
Project Location
Broomes Ditch
FAS 2203
FALSON
FAP 1
OLD MARIETTA
MP 374.63
MP 75.45
FAU 5650
FAU 5700
FAU 5625
FAU 5725
FAU 5755
FAU 5775
FAU 5750
FAU 5800
FAU 5850
FAU 5900
FAU 5950
FAU 6000
FAU 6050
FAU 6100
FAU 6150
FAU 6200
FAU 6250
FAU 6300
FAU 6350
FAU 6400
FAU 6450
FAU 6500
FAU 6550
FAU 6600
FAU 6650
FAU 6700
FAU

# FEDERAL AID PROJECT REQUEST

Date May 23, 1979

Applicant Agency City of Ontario

Request for: Off-System____, FAS-C____, FAUS____ Project

Federal Aid Route No FAU 5650 Route Name N. W. 4th Ave.

Project Name N. W. 4th Avenue street improvements, Dorian Dr. to Verde Dr.

Project Length 2650 lineal feet Project Location (Attach sketch map)

Project Description Widen and improve paved section, construct curbs and gutters, sidewalks and drainage

Average Daily Traffic_____ Design Speed 25 mph

Complete Applicable Sections:

## I. ROADWAY DATA

### 1. Existing Roadway: (Attach sketch)

Width 20' Travel Lanes 2 Shoulders 2'

Medians none Parking none

Sidewalks no

Remarks existing pavement is oil macadam only with little or no base.

### 2. Desired Roadway Cross Section: (Attach sketch)

Width 48' Travel Lanes 2 Shoulders none

Medians no Parking yes

Curbed yes Length Curb Radii 20'

Sidewalk/Bikeway yes

Remarks 14' travel lanes and 10' parking strips

## II. RIGHT-OF-WAY DATA

### 1. Existing Right-of-Way:

General Width 60' Minimum 50' Maximum 60'

2. Has right-of-way been acquired for this project subsequent to January 2, 1971?
Yes x No_____

3. Will additional right-of-way be needed? Yes x No_____
If answer is "yes," will cost of right-of-way be subject to Federal reimbursement? Yes_____ No x

Remarks_____

## III. TRAFFIC CONTROL DATA

### 1. Existing Signalization and Location:

none

2. Proposed Signalization:

Location none

Type

Phases

Type of Suspension

Interconnected

Remarks

3. Permanent Signing:

Include in project or by applicant? by applicant

4. Permanent Striping:

Include in project or by applicant? by applicant

IV. ILLUMINATION DATA

1. Existing Illumination and Location:

Four existing street lights at Verde Drive, Green Court, 19th Street and 21st Street

2. Proposed Illumination:

Location Additional lights at Dorian Drive, 16th Street, and 18th St.

Type 250W Mercury Vapor

Remarks should be able to affix new lights to existing poles

V. STRUCTURE DATA

1. Existing Structure:

Location

Type

Approach Roadway Width Shoulder Width

Length Width

To remain in place?

2. Proposed Structure:

Location

Approximate Size: Length Width

Are sidewalk/bikeways desired? _____

Are any utilities to be attached to structure? _____

Are provisions for illumination desired? _____

Are there any unusual or complicating conditions? _____

Remarks _____

## VI. RAILROAD DATA

1. Are there any railroad crossings? Yes _____ No X

   Name of Railroad _____
   Existing Crossing Protection _____

2. Will existing railroad crossing be altered? _____

   Remarks _____

## VII. ACTION PLAN REQUIREMENTS

During project development for Category 1, 2, and 3 projects, the city or county shall perform and document responsibilities as found indexed in the Oregon Action Plan, particularly Citizen Involvement and Participation; Environmental Aspects; and Public Hearing Requirements.

The OSHD Region Engineer will provide assistance, liaison and monitoring for these activities.

Responsible local office and party to be contacted for the following activities:

1. Citizen Involvement — Tom Hardy, City Manager / Office
2. Environmental — Tom Hardy, City Manager / Office
3. Public Hearing — Tom Hardy, City Manager / Office

Remarks _____

## VIII. GENERAL INFORMATION

1. Project preliminary engineering to be performed by:

   Applicant X  State X  Consultant _____

2. Project construction engineering to be performed by:

Applicant_____ State X Consultant_____

3. Will applicant perform any work prior to or after award of contract?
Yes X No_____
If "yes," describe briefly: Have completed topographical survey, signing and striping

4. Applicant's estimate of cost for requested project:

| | |
|---|---|
| Roadway Work | $ ~~133,800~~ 157,570 |
| Right-of-way costs (if participating) | -0- |
| Traffic control | -0- |
| Illumination | 550 |
| Structures | -0- |
| Railroad | -0- |
| Other 40% ENGR. & CONT. | 63,250 |
| Preliminary engineering | 8,000 |
| PROJECT TOTAL | $ ~~142,350~~ 229,370 |

Remarks_____

THIS APPLICATION IS AN OFFICIAL REQUEST FROM:

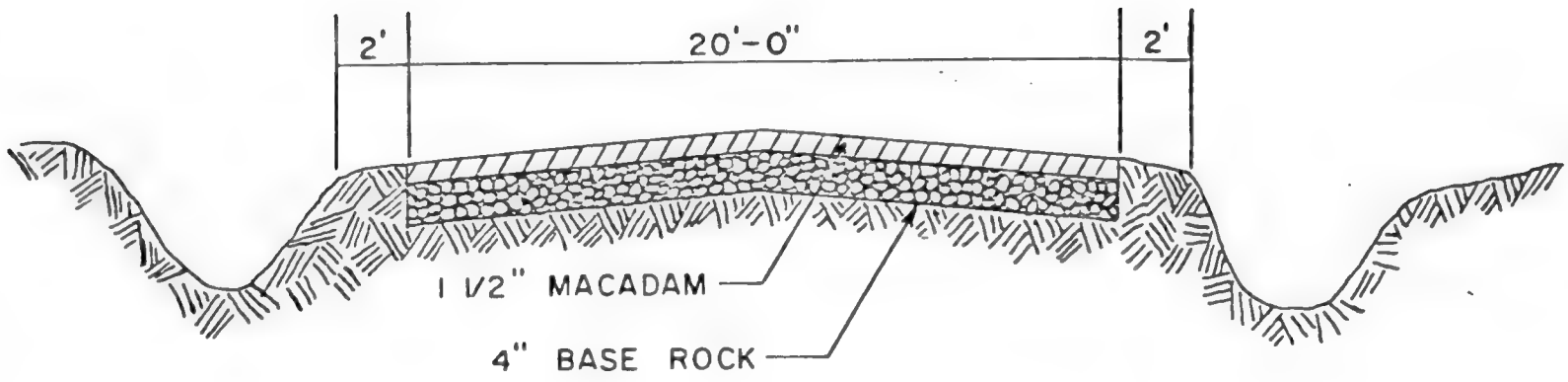
CITY OF Ontario and/or Malheur COUNTY

By [signature]

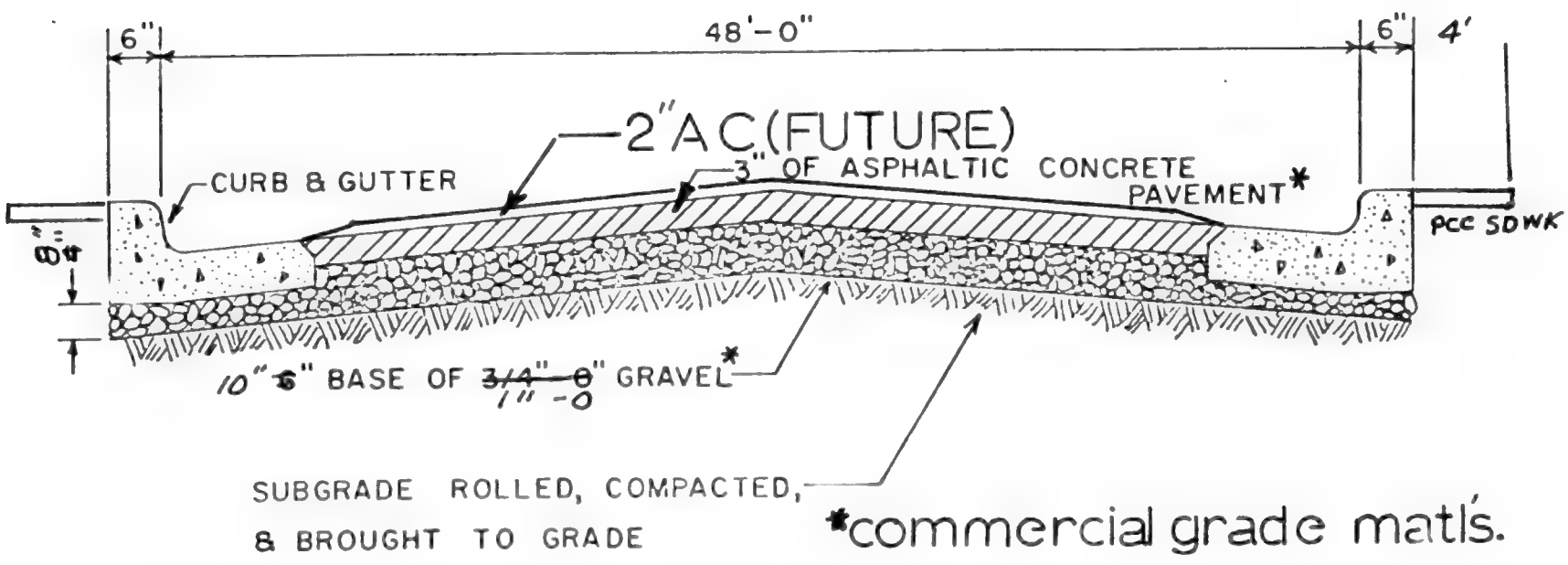
By [signature]

By [signature]

By [signature]

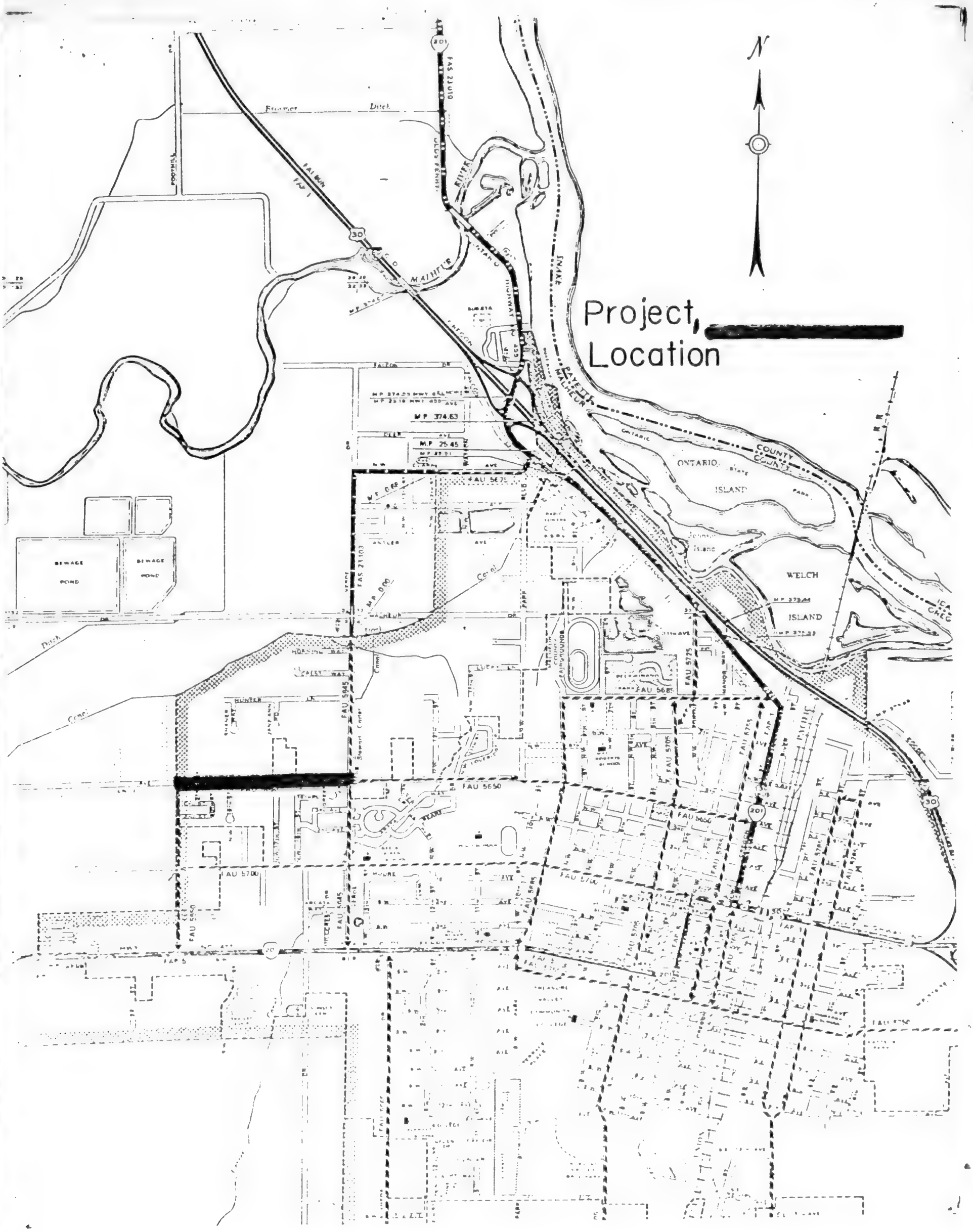



Current Cross Section N. W. 4th Ave.




*commercial grade matl's.

Proposed Cross Section N. W. 4th Ave.


N
Project Location
SEWAGE POND
SEWAGE POND
Ditch
RAILROAD
MAINLINE
RIVER
ONTARIO
ISLAND
WELCH
ISLAND
COUNTY
FAU 5650
FAU 5700
FAU 5685
FAU 5725
FAU 5705
FAU 5645
FAU 5660
FAU 5675
MP 374.63
MP 25.45
MP 0.00
30
201

1. GENERAL INFORMATION

Project Identification:

Date May 23, 1979

Section Dorian Drive to Verde Drive — Unit (if appl) ----

County Malheur — City Ontario

Highway N. W. 4th Avenue — State Hwy. No. ----------

Termini: M.P.(if appl) ---------- — Length 2650 lin. ft.

Region 5 — Construction Estimate ~~137,450~~ 142,350 Program Amount

Purpose of Project:

Widen and improve existing paved section to bring to proper standards for a collector street as designated in the Ontario Comprehensive Plan. Area has been heavily developed, greatly increasing the traffic load, project is badly needed to alleviate a very dangerous situation.

Origin & History of Project:

N. W. 4th Avenue originated as a County road and as the City annexed property it gradually came under City control. Since about 1960 considerable development has been occurring along N. W. 4th Avenue which has added substantially to the traffic load. Over the years as the road evolved the County failed to obtain right of way in some cases. The City is negotiating to obtain these now.

General Description of Project:

The project will consist of grading, base rock, paving, curbs and gutters, sidewalk and drainage facilities. The project will increase to existing 20' wide oil mat street to 48' wide between curbs

Alignment: New ____ Existing x Combined ____

Typical Section: Existing: No. Lanes 2; Med. no; Shldrs. yes; Parking no

Proposed: No. Lanes 2; Med. no; Shldrs. no; Parking yes

Traffic: Existing Facility: Existing ADT 3050; Projected ADT ____; Yr. ____

Existing Level of Service inadequate

Proposed Facility: Projected ADT unknown; Yr. ____

Projected Level of Service adequate

Right of Way: Additional anticipated yes (Yes, No); if yes, give approx. No. Parcels 4

Acres 1.1; Type of Relocation Req. none; No. ____

Materials Source, Borrow, Waste Disposal Requirements, if any:

Materials to be obtained from existing sources. We do not anticipate any waste disposal problems

Type of Structure(s):

none

Brief Description of River or Stream and Type of Involvement, if any:

none

Local City, County or COG priorities of project:

The City of Ontario Comprehensive Plan lists this project as its number 2 priority for a project of this type for which funding is available

FHWA and/or OSHD approvals given, if any:

none

Location or Design Alternatives (identify and describe):

Project is confined by existing rights of way and adjacent development.

Other Descriptive Information or Comments:

N. W. 4th Avenue is one of our east-west collectors in the northwest section of the city which drains a substantial amount of residential traffic towards the core area of the city.

(Attach project sketch map.)

Preliminary Assessment of Environmental Impacts:

1. Consequences and Significance of Right-of-Way Acquisition:

It will not have any detrimental affect on the value or livability of any of the residences along the project.

2. Estimated Impact on Traffic Patterns:

This project will provide for much smoother and more orderly movement of traffic through the residential areas.

Consequences--Air Quality, Noise, Safety, etc.:

This project will not result in any additional, but rather disperse traffic better by encouraging them to move off S. W. 4th Avenue and result in safer traffic conditions as well as less congestion.

3. Estimated Impact on Land Use:

Will only enhance existing development along route as well as facilitate future development.

Consequences:

Possibly accelerate future development of available property along the route.

4. Expected Impact on Natural Ecological Resources:

Consequences:

5. Expected Impact on Cultural and Scenic Resources:

none

Consequences:

RT II. ENVIRONMENTAL ASSESSMENT

A. Brief Environmental Setting of Project Area:

1. Natural:

Project lies in the Snake River basin, westerly slope, at about elevation 2150, sloping to the east, soils range from sandy loam to heavy clays. Wildlife is not prevalent in the area, no natural habitat in the immediate area. Area surrounding the project is all residential with a small amount of remaining agricultural land.

2. Cultural:

Project lies within the urban boundary of Ontario, projected growth of the area shows the entire route to be encompassed by residential development.

6. Preliminary Identification of Areas of Critical Concern:

none

7. Potential for Controversial Issues:

none

8. Potential for Consistency of Proposal With:

a. Clean Air Implementation Plans

good

b. Noise Standards

good

c. Water Quality Standards

good

d. Area Land Use and Transportation Plans, and Zoning

Project conforms with objectives of Comprehensive Land Use Plan

---

Recommended Type of Action and Documentation:

| ----------MAJOR ACTION---------- | | ----NON-MAJOR ACTION---- |
|---|---|---|
| SIGNIFICANT: | NON-SIGNIFICANT: | |
| ____ D & FEIS | ____ D & F Neg.Dec. | ____ ASSESSMENT ONLY |
| ____ Section 4(f) | ____ Section 4(f) | ____ STATEWIDE ASSESSMENT |

Basis for Type of Action and Documentation:

---

Recommended Project Category: ____ 1 ____ 2 ____ 3 ____ 4

1980 12th St. SE-Ewald Ave. SE 9159
(Salem) Sec. of Madrona Ave. &
Pringle Rd. (Gr. & Pav.)

Smead®
No. 2-152-5L
HASTINGS, MN - LOS ANGELES
OGAN OH - McGREGOR, TX U. S. A.

C4A 6433 3-10-78

C4A ~~6408~~ 6406 3-9-78

# HIGHWAY DIVISION
# INVOICE

SEND REMITTANCE TO:
OREGON STATE HIGHWAY DIVISION
TRANSPORTATION BUILDING
SALEM, OREGON 97310

| INVOICE NUMBER | DATE | YOUR ORDER NUMBER | BILLING REQ. NUMBER |
|---|---|---|---|
| 137719 | 9/15/83 | | CA 1928 |

City of Salem
City Hall
555 Liberty St. S.E.
Salem, OR 97301

CODE New: SALEMCS

| DESCRIPTION | PREFIX | FUNC | SUB FUNC | OBJECT | P/N GROUP | AMOUNT |
|---|---|---|---|---|---|---|
| | | 324 | 02 | | | $2,065.19 |
| | 324-1931 | 296 | 00 | 000 | | 324.46 |
| | 324-1932 | 296 | 00 | 000 | | 423.54 |
| | 324-1085 | 296 | 00 | 000 | | 970.55 |
| | 324-1046 | 296 | 00 | 000 | | 346.64 |
| | 324-1931 | 295 | 00 | 000 | | (324.46) |
| | 324-1932 | 295 | 00 | 000 | | (423.54) |
| | 324-1085 | 295 | 00 | 000 | | (970.55) |
| | 324-1046 | 295 | 00 | 000 | | (346.64) |

FOLD

Final Settlement on BWM-1520(1) and BWM-1575(1)
Madrona Ave.-Ewald Ave. and 12th St.-Pringle Rd.
Agreement #9159

| | |
|---|---|
| Total Project Cost | $81,678.47 |
| Less: Federal Funds | (70,981.81) |
| Less: State Share of Project Cost | (4,911.47) |
| Less: Advance Deposit | (3,720.00) |
| AMOUNT DUE | $ 2,065.19 |

FOLD

Final Billing
A/C 110.00

IF YOU HAVE QUESTIONS ON THIS INVOICE, PLEASE CONTACT:
Gary Zehner PH:378-6011 FOR CLARIFICATION OF CHARGES
OR Diane Galida PH:378-5034 PROOF OF RECEIPT OF INVOICE

62

OREGON STATE HIGHWAY DIVISION

ITEMIZED STATEMENT OF FINAL COSTS DATE: 7-28-83

CITY: SALEM AGREEMENT NO: 6406 PROJECT NO: BWM-1575(1)

CONTRACT NO: 9159 SECTION: Madrona Ave.-Ewald Ave., Pringle Rd.

PRELIMINARY ENGINEERING: Prefix No. 324-1931

| | |
|---|---|
| Resident Engineer | $ 249.08 |
| Payment to City | 2,434.63 |
| Final Design | 862.02 |
| Utility Liaison | 110.86 |
| Program Section | 110.17 |
| Specifications | 785.71 |
| Administrative Services | 17.33 |
| TOTAL P.E. COST | $ 4,569.80 |

CONSTRUCTION: Prefix No. 324-1085

| | |
|---|---|
| Payment to Contractor | $ 17,207.40 |
| Interest on Final Payment | 10.12 |
| SFO #1 Bikeway Signing by City | 96.88 |
| Construction Engineering | 299.07 |
| Payment to City | 2,661.64 |
| Audit Expense | 71.29 |
| Program Section | 26.05 |
| Technical Services | 17.47 |
| Construction Section | 88.55 |
| TOTAL CONST. COST | $ 20,478.47 |

(SEE SUMMARY ATTACHED)

SUMMARY:

| | | |
|---|---|---|
| Total P.E. Costs (Pringle Road) | | $ 4,569.80 |
| Total P.E. Costs (Madrona Ave.) | | 5,965.37 |
| Total Const. Costs (Pringle Road) | | 20,478.47 |
| Total Const. Costs (Madrona Ave.) | | 50,664.83 |
| TOTAL PROJECT COST | | $ 81,678.47 |
| Less Non-Participating Costs: | | |
| PRINGLE RD. CONST. | | |
| Payment to Contractor | $ 68.20 | |
| Interest on Final Payment | 10.12 | |
| Payment to City | 428.94 | |
| MADRONA AVE. CONST. | | |
| Payment to Contractor | 151.80 | |
| Interest on Final Payment | 22.54 | |
| Construction Engineering | 192.12 | (873.72) |
| BALANCE | | $ 80,804.75 |
| Less Federal Funds: | | |
| PRINGLE RD. | | |
| P.E. | $ 3,920.89 | |
| Const. | 17,604.62 | |
| MADRONA AVE. | | |
| P.E. | 5,118.29 | |
| Const. | 44,338.01 | (70,981.81) |
| AMOUNT TO BE SHARED | | $ 9,822.94 |
| STATE SHARE: 50% of $9,822.94 | = | $ 4,911.47 |
| CITY SHARE: (50% of $9,822.94 + $873.72 | = | $ 5,785.19 |
| Less City Advance Deposit 7-18-80 | | (3,720.00) |
| BALANCE DUE FROM CITY | | $ 2,065.19 |

DKG:cl
(Rev. 8-24-83)

OREGON STATE HIGHWAY DIVISION

ITEMIZED STATEMENT OF FINAL COSTS DATE: 7-28-83

CITY: SALEM AGREEMENT NO: 6433 PROJECT NO: BWM-1520(1)

CONTRACT NO: 9159 SECTION: 12th St.-Pringle Rd., Madrona Ave.

PRELIMINARY ENGINEERING: Prefix No. 324-1932

| | |
|---|---|
| Resident Engineer | $ 183.38 |
| Payment to City | 4,352.22 |
| Final Design | 588.13 |
| Program Section | 154.33 |
| Specifications | 673.97 |
| Administrative Services | 13.34 |
| TOTAL P.E. COST | $ 5,965.37 |

CONSTRUCTION: Prefix No. 324-1046

| | |
|---|---|
| Payment to Contractor | $ 42,528.59 |
| Interest on Final Payment | 22.54 |
| SFO #1 Bikeway Signing by City | 215.64 |
| SFO #2 Drainage Correction by City | 855.49 |
| Construction Engineering | 665.67 |
| Payment to City | 5,924.31 |
| Audit Expense | 158.69 |
| Program Section | 57.97 |
| Salem Lab | 41.10 |
| Technical Services (Credit) | (2.22) |
| Construction Section | 197.05 |
| TOTAL CONST. COST | $ 50,664.83 |

(SEE SUMMARY ATTACHED)

SUMMARY:

| | | |
|---|---|---|
| Total P.E. Costs (Pringle Road) | | $ 4,569.80 |
| Total P.E. Costs (Madrona Ave.) | | 5,965.37 |
| Total Const. Costs (Pringle Road) | | 20,478.47 |
| Total Const. Costs (Madrona Ave.) | | 50,664.83 |
| TOTAL PROJECT COST | | $ 81,678.47 |
| Less Non-Participating Costs: | | |
| PRINGLE RD. CONST. | | |
| Payment to Contractor | $ 68.20 | |
| Interest on Final Payment | 10.12 | |
| Payment to City | 428.94 | |
| MADRONA AVE. CONST. | | |
| Payment to Contractor | 151.80 | |
| Interest on Final Payment | 22.54 | |
| Construction Engineering | 192.12 | (873.72) |
| BALANCE | | $ 80,804.75 |
| Less Federal Funds: | | |
| PRINGLE RD. | | |
| P.E. | $ 3,920.89 | |
| Const. | 17,604.62 | |
| MADRONA AVE. | | |
| P.E. | 5,118.29 | |
| Const. | 44,338.01 | (70,981.81) |
| AMOUNT TO BE SHARED | | $ 9,822.94 |
| STATE SHARE: 50% of $9,822.94 | = | $ 4,911.47 |
| CITY SHARE: (50% of $9,822.94 + $873.72 | = | $ 5,785.19 |
| Less City Advance Deposit 7-18-80 | | (3,720.00) |
| BALANCE DUE FROM CITY | | $ 2,065.19 |

DKG:cl
(Rev. 8-24-83)

(MEMORANDUM) 324-1931 324-~~1036~~ 1035

FORM APPROVED BY COMPTROLLER GENERAL, U.S. MAY 12, 1966

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

STA VOUCHER NO.

FHWA VOUCHER NO.

**VOUCHER FOR WORK PERFORMED UNDER PROVISIONS OF THE FEDERAL AID AND FEDERAL HIGHWAY ACTS, AS AMENDED**

APPROPRIATION

FHWA SCHEDULE NO.

THE UNITED STATES, DR., TO *(Insert official or depositary named in project agreement)*

Treasurer of the State of Oregon

PAID BY

ADDRESS

Capitol Bldg.
Salem, OR 97310

*(For use of Paying Office)*

STATE

Oregon

VOUCHER TYPE *(Check Appropriate Block)*

☐ CURRENT BILLING

VOUCHER PERIOD — FROM 2/2/78 — TO 3/2/82

☐ OTHER PROGRESS

☒ FINAL VOUCHER (*)

FEDERAL AID PROJECT NO.

BMM-1575(1)

*(*) Use Form FHWA-1447 for Final Voucher for a project constructed under certification acceptance or secondary road procedures (23 U.S.C. 117).*

| TOTAL ACTUAL COST | TOTAL PARTICIPATING COST | PRO-RATA OF PARTICIPATING COST CLAIMED FROM U.S. | TOTAL AMOUNT CLAIMED FROM U.S. | LESS PREVIOUS PAYMENTS | NET AMOUNT CLAIMED |
|---|---|---|---|---|---|
| $ 4,569.80 | $ 4,569.80 | 85.80% | $ 3,920.89 | $ 3,920.89 | $ 0.00 |
| 20,478.47 | 19,971.21 | 88.15% | 17,604.62 | 17,604.62 | 0.00 |
| $25,048.27 | $24,541.01 | | $21,525.51 | $21,525.51 | $ 0.00 |

RECEIVED DIVISION OFFICE — BY Oregon — DATE

DIVISION OFFICE REVIEW MADE — BY — DATE 2/15/83

PASSED FOR PAYMENT — BY — DATE Controller

REMARKS

$ 0.00

FORM PR-20A
(Rev. 5-78)

PREVIOUS EDITIONS ARE OBSOLETE

STATEMENT OF COSTS INCURRED UNDER PROJECT AGREEMENT

| ITEM NO. | ITEM | QUANTITY | UNIT | UNIT PRICE | AMOUNT | NOTATIONS (Payee must not use this column) |
|---|---|---|---|---|---|---|
| | **Madrona Ave. S.E.-Ewald Ave. S.E. (Salem)<br>Pringle Road, City Street** | | | | | |
| | **Preliminary Engineering** | | | | | |
| | **Type Code P.E.** | | | | | |
| | State | All Required | | | $ 2,434.63 | |
| | City of Salem | All Required | | | 2,135.17 | |
| | Total Participating Preliminary Engineering | | | | $ 4,569.80 | |
| | **Construction** | | | | | |
| | **Type Code Y051** | | | | | |
| | **Ped./Bikeway (Sta. 0+30 To Sta. 11+50)** | | | | | |
| | Final Contract Payment Summary | Lump Sum | | | $17,207.40 | |
| SFO | #1 Installation of bikeway signing (City of Salem) | All Required | | | 96.88 | |
| | Total Participating Construction Cost | | | | $17,304.28 | |
| | **Construction Engineering** | | | | | |
| | Work by City of Salem | All Required | | | $ 2,232.70 | |
| | State | All Required | | | 431.14 | |
| | Liquidated Damages | Lump Sum | | | (68.20) | |
| | Total Participating Construction Engineering | | | | $ 2,595.64 | |
| | **Misc. Project Cost** | | | | | |
| | Audit Expense | All Required | | | 71.29 | |
| | Total Participating Project Cost | | | | $24,541.01 | |
| | **Nonparticipating Project Cost** | | | | | |
| | Final Contract Payment Summary (Time Extension) | Lump Sum | | | $ 68.20 | |
| | Interest on Final Payments | All Required | | | 10.12 | |
| | Work by City of Portland | All Required | | | 428.94 | |
| | Total Nonparticipating Project Cost | | | | $ 507.26 | |
| | Total Project Cost | | | | $25,048.27 | |
| | Prepared based on Participating Costs as shown on Federal Billing as of 2/17/83. | | | | | |

AMOUNT CARRIED FORWARD .....

| | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | ** JOB TOTALS ** | | | | | | | | |
| BNRRXING @ N COMM, SALEM | CONT NO | | FA PROJ NOS RRP 000S012 100 | | | | | | | | | STATE |
| | 324 | 1928 | 296 | 00 N 9 | | | | | | | 837.37CR | |
| | 324 | 1928 | 298 | 00 N 9 | | | | | | | 837.37 | |
| | 324 | 1928 | 901 | 00 P 1 | | | | | | | 758.31 | |
| | 324 | 1928 | 905 | 00 P 1 | | | | | | | 22.16 | |
| | 324 | 1928 | 914 | 00 P 1 | | | | | | | 149.94 | |
| | | | TOT | P1 | | | | | | | 930.41 | |
| | | | ** JOB TOTALS ** | | | | | ** | | ** | 930.41 | ** |
| BNRRXING @ BROADWY, SALEM | CONT NO | | FA PROJ NOS RRP 000S012 100 | | | | | | | | | STATE |
| | 324 | 1929 | 296 | 00 N 9 | | | | | | | 453.19CR | |
| | 324 | 1929 | 298 | 00 N 9 | | | | | | | 453.19 | |
| | 324 | 1929 | 901 | 00 P 1 | | | | | | | 345.88 | |
| | 324 | 1929 | 912 | 00 P 1 | | | | | | | 157.66 | |
| | | | TOT | P1 | | | | | | | 503.54 | |
| | | | ** JOB TOTALS ** | | | | | ** | | ** | 503.54 | ** |
| CARPOOL DEMO PROJ #2 | CONT NO | | * FA PROJ NOS M 0000005 100 | | | | | | | | | STATE |
| | 324 | 1930 | 295 | 00 N 9 | | | | | 48.39 | | 48.39 | |
| | 324 | 1930 | 296 | 00 N 9 | | | | | 48.39CR | | 483.87CR | |
| | 324 | 1930 | 298 | 00 N 9 | | | | | | | 435.48 | |
| | 324 | 1930 | 901 | 00 P 1 | | | | | | | 12.55 | |
| | 324 | 1930 | 915 | 00 P 1 | | | | | | | 457.92 | |
| | 324 | 1930 | 920 | 00 P 1 | | | | | 90.70CR | | 13.40 | |
| | | | TOT | P1 | | | | | 90.70CR | | 483.87 | |
| | | | ** JOB TOTALS ** | | | | | ** | 90.70CR | ** | 483.87 | ** |
| MADRONA-EWALD AVE-SALEM | CONT NO | | * FA PROJ NOS BWM 1575001 | | | | | | | | BWM 1575001 | 100 STATE |
| | 324 | 1931 | 296 | 00 N 9 | Tr. St | | 2,204.89CR | | 2,204.89CR | | 3,920.89CR | |
| | 324 | 1931 | 298 | 00 N 9 | Tr. Fed. | | 2,204.89 | | 2,204.89 | | 3,920.89 | |
| | 324 | 1931 | 901 | 00 P 1 | Res. Engr. | | 249.08CR | | 249.08CR | | | |
| | 324 | 1931 | 901 | 00 P 8 | " | | 249.08 | | 249.08 | | 249.08 | |
| | 324 | 1931 | 903 | 00 P 1 | Proj Loc. | | 2,434.63CR | | | | | |
| | 324 | 1931 | 903 | 00 P 8 | " | | 2,434.63 | | 2,434.63 | | 2,434.63 | |
| | 324 | 1931 | 905 | 00 P 1 | Proj Des. | | 862.02CR | | 862.02CR | | | |
| | 324 | 1931 | 905 | 00 P 8 | " | | 862.02 | | 862.02 | | 862.02 | |
| | 324 | 1931 | 914 | 00 P 1 | Off Hours | | 110.86CR | | 110.86CR | | | |
| | 324 | 1931 | 914 | 00 P 8 | " | | 110.86 | | 110.86 | | 110.86 | |



| DESCRIPTION | PREFIX | FUNCTION | SUB | F. | GR | | CURRENT MONTH | FISCAL YEAR TO DATE | GRAND TOTAL TO DATE |
|---|---|---|---|---|---|---|---|---|---|
| | 324 | 1931 | 920 | 00 | P 1 | Prog. Sec. | 110.17CR | 110.17CR | |
| | 324 | 1931 | 920 | 00 | P 8 | " | 110.17 | 110.17 | 110.17 |
| | 324 | 1931 | 921 | 00 | P 1 | Specs. | 785.71CR | 785.71CR | |
| | 324 | 1931 | 921 | 00 | P 8 | " | 785.71 | 785.71 | 785.71 |

| | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| | | 324 | 1929 | 912 | 00 | P | 1 | | | 157.66 |
| | | | | TOT | | P1 | | | | 503.54 |
| | | | | ** JOB TOTALS ** | | | | ** | ** | 503.54 ** |
| CARPOOL DEMO PROJ #2 | CONT NO | * FA PROJ NOS M 0000005 100 | | | | | | | | |
| | | 324 | 1930 | 295 | 00 | N | 9 | | | 48.39 |
| | | 324 | 1930 | 296 | 00 | N | 9 | | | 48.39CR |
| | | 324 | 1930 | 298 | 00 | N | 9 | | | 435.48 |
| | | 324 | 1930 | 901 | 00 | P | 1 | | | 12.55 |
| | | 324 | 1930 | 915 | 00 | P | 1 | | | 457.92 |
| | | 324 | 1930 | 920 | 00 | P | 1 | | | 13.40 |
| | | | | TOT | | P1 | | | | 483.87 |
| | | | | ** JOB TOTALS ** | | | | ** | | 483.87 ** |
| | | | | | | | | | | BWM 1575001 100 STATE |
| MADRONA-EWALD AVE-SALEM | CONT NO | * FA PROJ NOS BWM 1575001 | | | | | | | | |
| | | 324 | 1931 | 296 | 00 | N | 9 | Tr. St. | 2,204.89CR | 2,204.89CR |
| | | 324 | 1931 | 298 | 00 | N | 9 | Tr. Fed. | 2,204.89 | 2,204.89 |
| | | 324 | 1931 | 901 | 00 | P | 1 | Res. Engr. | 249.08CR | 249.08CR |
| | | 324 | 1931 | 901 | 00 | P | 8 | " " | 249.08 | 249.08 |
| | | 324 | 1931 | 903 | 00 | P | 1 | Proj Loc. | 2,434.63CR | 2,434.63CR |
| | | 324 | 1931 | 903 | 00 | P | 8 | " " | 2,434.63 | 2,434.63 |
| | | 324 | 1931 | 905 | 00 | P | 1 | Fin. Des. | 862.02CR | 862.02CR |
| | | 324 | 1931 | 905 | 00 | P | 8 | " " | 862.02 | 862.02 |
| | | 324 | 1931 | 914 | 00 | P | 1 | Ut. Liais | 110.86CR | 110.86CR |
| | | 324 | 1931 | 914 | 00 | P | 8 | " " | 110.86 | 110.86 |

ACCOUNT SUMMARY - EXPENDITURES & LEDGERS — FEBRUARY 1983 — PAGE 810

| DESCRIPTION | PREFIX | FUNCTION | SUB | F. | GR | CURRENT MONTH | FISCAL YEAR TO DATE | GRAND TOTAL TO DATE |
|---|---|---|---|---|---|---|---|---|
| | 324 1931 | 920 | 00 | P | 1 | Prog. Sec. 110.17CR | 110.17CR | 110.17 |
| | 324 1931 | 920 | 00 | P | 8 | " " 110.17 | 110.17 | |
| | 324 1931 | 921 | 00 | P | 1 | Specs. 785.71CR | 785.71CR | 785.71 |
| | 324 1931 | 921 | 00 | P | 8 | " " 785.71 | 785.71 | |
| | 324 1931 | 922 | 00 | P | 1 | Adm. Serv 17.33CR | 17.33CR | 17.33 |
| | 324 1931 | 922 | 00 | P | 8 | " " 17.33 | 17.33 | |
| | | TOT | | P1 | | 4,569.80CR | 2,135.17CR | 4,569.80 |
| | | TOT | | P8 | | 4,569.80 | 4,569.80 | |
| | | ** JOB TOTALS ** | | | | ** | 2,434.63 ** | 4,569.80 ** |
| | | | | | | | | BWM 1520001 100 STATE |
| 12TH-PRINGLE RD-SALEM | CONT NO | * FA PROJ NOS BWM 1520001 | | | | | | |
| | 324 1932 | 296 | 00 | N | 9 | | 3,232.29CR | 3,740.83CR |
| | 324 1932 | 298 | 00 | N | 9 | | 3,232.29 | 3,740.83 |
| | 324 1932 | 901 | 00 | P | 1 | | 183.38CR | 175.66CR |
| | 324 1932 | 901 | 00 | P | 8 | | 183.38 | 183.38 |
| | 324 1932 | 903 | 00 | P | 1 | | 4,352.22CR | |
| | 324 1932 | 903 | 00 | P | 8 | | 4,352.22 | 4,352.22 |
| | 324 1932 | 905 | 00 | P | 1 | | 588.13CR | 588.13CR |
| | 324 1932 | 905 | 00 | P | 8 | | 588.13 | 588.13 |
| | 324 1932 | 920 | 00 | P | 1 | | 154.33CR | 154.33CR |
| | 324 1932 | 920 | 00 | P | 8 | | 154.33 | 154.33 |

| | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| | 324 | 1082 | 946 | 00 P 1 | 95.98 | 13.64 | 13.64 | 83 | 83 |
| | | | | | | 95.98 | 95.98 | 83 | 83 |
| | | | SUB TOTAL | | 95.98 | 481.49 | 481.49 | | |
| | | | TOT P1 | | 95.98 | 453.94 | 453.94 | | |
| | | | TOT P8 | | | 27.55 | 27.55 | | |
| | | | ** JOB TOTALS ** | | 95.98 ** | 481.49 ** | 481.49 ** | | |

BWM 1575001 100 STATE

12TH ST-EWALD AVE PRINGLE RD CONT NO 9159 FA PROJ NOS

| | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| 324 | 1085 | 201 | 00 P 8 | Pay Cont | 17,207.40 | 17,207.40 | 83 | 83 |
| 324 | 1085 | 201 | 00 N 8 | | 68.20 | 68.20 | 83 | 83 |
| 324 | 1085 | 203 | 00 P 8 | Cr. Lig. Dam. | 68.20CR | 68.20CR | 83 | 83 |
| 324 | 1085 | 206 | 00 N 8 | Int. | 10.12 | 10.12 | 83 | 83 |
| 324 | 1085 | 270 | 01 P 8 | SFO#1 Bikeway Signing by City | 96.88 | 96.88 | 83 | 83 |
| 324 | 1085 | 296 | 00 N 9 | Tr. St. | 17,604.62CR | 17,604.62CR | 83 | 83 |
| 324 | 1085 | 298 | 00 N 9 | Tr. Fed. | 17,604.62 | 17,604.62 | 83 | 83 |
| | | | SUB TOTAL | | 17,314.40 | 17,314.40 | | |
| 324 | 1085 | 900 | 00 P 8 | Const. Engr. | 282.43 | 282.43 | 83 | 83 |



ACCOUNT SUMMARY - EXPENDITURES & LEDGERS

| DESCRIPTION | PREFIX | FUNCTION | SUB F. | GR | CURRENT MONTH | FISCAL YEAR TO DATE | GRAND TOTAL TO DATE | ACTIVE BEG | YRS END |
|---|---|---|---|---|---|---|---|---|---|
| | 324 | 1085 | 903 | 00 P 8 | Pay Loc. Govt | 2,232.70 | 2,232.70 | 83 | 83 |
| | 324 | 1085 | 903 | 00 N 8 | | 428.94 | 428.94 | 83 | 83 |
| | 324 | 1085 | 915 | 00 P 8 | Aud. | 71.29 | 71.29 | 83 | 83 |
| | 324 | 1085 | 920 | 00 P 8 | Prog. Acc. | 26.05 | 26.05 | 83 | 83 |
| | 324 | 1085 | 944 | 00 P 8 | Treas. Svc. | 17.47 | 17.47 | 83 | 83 |
| | 324 | 1085 | 945 | 00 P 8 | Const. Svc. | 88.55 | 88.55 | 83 | 83 |
| | 324 | 1085 | 948 | 00 P 8 | St. Const. Engr. | 16.64 | 16.64 | 83 | 83 |
| | | | SUB TOTAL | | | 3,164.07 | 3,164.07 | | |
| | | | TOT P8 | | | 19,971.21 | 19,971.21 | | |
| | | | TOT N8 | | | 507.26 | 507.26 | | |
| | | | ** JOB TOTALS ** | | ** | 20,478.47 ** | 20,478.47 ** | | |

M 155003 02 STATE

BELLEVUE ST SE-MISSION ST SE CONT NO 8246 * FA PROJ NOS M 155003 98 M 155003

| | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| 324 | 1097 | 201 | 00 P 1 | | 547,038.42 | | 75 | 79 |
| 324 | 1097 | 201 | 00 P 2 | | 68,691.53 | | 77 | 78 |
| 324 | 1097 | 201 | 00 P 8 | | 10,622.92 | | 75 | 77 |
| 324 | 1097 | 201 | 00 N 1 | | 238.17 | | 77 | 79 |
| 324 | 1097 | 202 | 00 N 1 | | 500.00 | | 79 | 79 |
| 324 | 1097 | 204 | 00 N 8 | | .03 | | 75 | 80 |
| 324 | 1097 | 204 | 00 N 9 | | .03CR | | 79 | 80 |
| 324 | 1097 | 240 | 05 P 1 | | 250.00 | | 78 | 78 |
| 324 | 1097 | 260 | 06 P 1 | | 2,662.28 | | 78 | 78 |

B02 H32 — OREGON STATE HIGHWAY DEPARTMENT — FHWA BILLING VOUCHER

| PREFIX GRP FED AID PROJ FL | AGREEMENT AMOUNT | TOTAL COSTS TO DATE | PARTIC. AMOUNT | % OF PARTIC | FEDERAL SHARE | AMOUNT PREV. CLAIMED | ADJUSTMENT AND CODE | AMOUNT OF THIS VOUCHER |
|---|---|---|---|---|---|---|---|---|
| 324-1046 1* BWM -1520-001 | | | | 88.15 | | | | |
| 324-1046 2 BWM -1520-001 | | | | 88.15 | | | | |
| 324-1046 8* BWM -1520-001 | 44,338.01 | 50,664.83 | 50,298.37 | 88.15 | 44,338.01 | 44,338.01 | | |
| 324-1932 1* BWM -1520-001 | | | | 85.80 | | | | |
| 324-1932 8* BWM -1520-001 | 5,118.29 | 5,965.37 | 5,965.37 | 85.80 | 5,118.29 | 5,118.29 | | |
| PROJ TOTALS | 49,456.30 | 56,630.20 | 56,263.74 | | 49,456.30 | 49,456.30 | | |
| 324-1085 8 BWM -1575-001 | 17,604.62 | 20,478.47 | 19,971.21 | 88.15 | 17,604.62 | 17,604.62 | | |
| 324-1931 1* BWM -1575-001 | | | | 85.80 | | | | |
| 324-1931 8 BWM -1575-001 | 3,920.89 | 4,569.80 | 4,569.80 | 85.80 | 3,920.89 | 3,920.89 | | |
| PROJ TOTALS | 21,525.51 | 25,048.27 | 24,541.01 | | 21,525.51 | 21,525.51 | | |
| 324-1933 1 BWM -1617-001 | 7,722.00 | 7,134.40 | 7,134.40 | 85.80 | 6,121.32 | 6,121.32 | | |
| 324-1934 1 BWM -1620-001 | 4,890.00 | 2,723.49 | 2,723.49 | 85.80 | 2,336.75 | 2,336.75 | | |
| 324-1936 1 BWM -1685-002 | 6,520.00 | 3,297.64 | 3,519.05 | 85.80 | 3,019.34 | 3,019.34 | | |
| >315-1953 1# M -000C-005 | 90,090.00 | 55,684.91 | 55,684.91 | 85.80 | 47,777.65 | 47,777.65 | | |
| 320-1962 1 M -000C-014 | 154,262.00 | 24,038.06 | 24,038.06 | 88.15 | 21,189.55 | 21,173.68 | | 15.87 |
| >315-1027 2 M -000C-018 | 743,522.00 | 851,230.84 | 850,933.98 | 88.18 | 750,353.58 | 743,522.00 | 6,831.58 B | |
| 324-1930 1# M -0000-005 | 435.48 | 483.87 | 483.87 | 90.00 | 435.48 | 435.48 | | |
| >424-1904 1# M -0000-005 | 24,337.30 | 24,337.30 | 24,337.30 | 100.00 | 24,337.30 | 24,337.30 | | |
| >437-1901 1# M -0000-005 | 70,980.45 | 70,980.45 | 70,980.45 | 100.00 | 70,980.45 | 70,980.45 | | |
| PROJ TOTALS | 95,753.23 | 95,801.62 | 95,801.62 | | 95,753.23 | 95,753.23 | | |
| 324-1960 1 M -0000-010 | 44,000.00 | 45,400.13 | 45,400.13 | 88.15 | 40,020.21 | 40,020.21 | | |
| 320-1048 1 M -0000-012 | 541,083.00 | 593,757.19 | 592,320.45 | 88.13 | 522,308.17 | 522,308.17 | | |
| 320-1947 1 M -0000-012 | 59,309.00 | 53,579.45 | 53,579.45 | 88.15 | 47,230.29 | 47,230.29 | | |
| PROJ TOTALS | 600,392.00 | 647,336.64 | 645,899.90 | | 569,538.46 | 569,538.46 | | |
| 320-1972 1# M -0000-016 | 1,553.28 | 1,895.76 | 1,761.49 | 88.18 | 1,553.28 | 1,553.28 | | |
| >420-1904 1# M -0000-016 | 50,000.00 | 50,000.00 | 50,000.00 | 100.00 | 50,000.00 | 50,000.00 | | |
| PROJ TOTALS | 51,553.28 | 51,895.76 | 51,761.49 | | 51,553.28 | 51,553.28 | | |
| 305-1094 1# M -0000-023 | 129,002.82 | 146,294.87 | 146,294.87 | 88.18 | 129,002.82 | 129,002.82 | | |
| 017-1929 1 M -0000-030 | 35,260.00 | 29,803.21 | 29,803.21 | 88.15 | 26,271.53 | 26,271.53 | | |
| 322-1991 1 M -0000-031 | 20,714.00 | 17,749.49 | 18,461.11 | 88.15 | 16,273.47 | 16,273.47 | | |
| 301-1006 1 M -0000-032 | | | | 88.15 | | | | |

324-1932
324-046

(MEMORANDUM)

FORM APPROVED BY COMPTROLLER GENERAL, U.S. MAY 12, 1966

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

STA. VOUCHER NO.

**VOUCHER FOR WORK PERFORMED UNDER PROVISIONS OF THE FEDERAL AID AND FEDERAL HIGHWAY ACTS, AS AMENDED**

FHWA VOUCHER NO.

APPROPRIATION

FHWA SCHEDULE NO.

THE UNITED STATES, DR., TO *(Insert official or depositary named in project agreement)*

Treasurer of the State of Oregon

PAID BY

ADDRESS

Capitol Bldg.
Salem, OR 97310

*(For use of Paying Office)*

STATE

Oregon

VOUCHER TYPE *(Check Appropriate Block)*

☐ CURRENT BILLING

VOUCHER PERIOD — FROM 2/2/78 — TO 8/2/82

☐ OTHER PROGRESS

☐ FINAL VOUCHER (*)

FEDERAL AID PROJECT NO.

BWM-1520(1)

*(*) Use Form FHWA-1447 for Final Voucher for a project constructed under certification acceptance or secondary road procedures (23 U.S.C. 117).*

| TOTAL ACTUAL COST | TOTAL PARTICIPATING COST | PRO-RATA OF PARTICIPATING COST CLAIMED FROM U.S. | TOTAL AMOUNT CLAIMED FROM U.S. | LESS PREVIOUS PAYMENTS | NET AMOUNT CLAIMED |
|---|---|---|---|---|---|
| $ 5,965.37 | $ 5,965.37 | 85.80% | $ 5,118.29 | $ 5,118.29 | $ 0.00 |
| 50,472.71 | 50,298.37 | 88.15% | 44,338.01 | 44,338.01 | 0.00 |
| $56,438.08 | $56,263.74 | | $49,456.30 | $49,456.30 | $ 0.00 |

RECEIVED DIVISION OFFICE — BY Oregon — DATE

DIVISION OFFICE REVIEW MADE — BY — DATE 2/4/83

PASSED FOR PAYMENT — BY — DATE Controller

REMARKS

$ 0.00

FORM PR-20A
(Rev. 5-78)

PREVIOUS EDITIONS ARE OBSOLETE

STATEMENT OF COSTS INCURRED UNDER PROJECT AGREEMENT

| ITEM NO. | ITEM | QUANTITY | UNIT | UNIT PRICE | AMOUNT | NOTATIONS (Payee must not use this column) |
|---|---|---|---|---|---|---|
| | 12th St. S.E. -Pringle Road (Salem)<br>Madrona Ave., City Street<br>Marion County | | | | | |
| | Preliminary Engineering | | | | | |
| | Type Code P.E. | | | | | |
| | State | | All Required | | $ 1,613.15 | |
| | City of Salem | | All Required | | 4,352.22 | |
| | Total Participating Preliminary Engineering | | | | $ 5,965.37 | |
| | Construction | | | | | |
| | Type Code Y051 | | | | | |
| | Pad./Bikeway (Sta. 9+75 To Sta. 22+00) | | | | | |
| | Final Contract Payment Summary | | Lump Sum | | $42,528.59 | |
| SFO #1 | Installation of bikeway signing (City of Salem) | | All Required | | 215.64 | |
| SFO #2 | Correct a spring drainage problem and erosion from side slopes (City of Salem) | | All Required | | 855.49 | |
| | Total Participating Construction | | | | $43,599.72 | |
| | Construction Engineering | | | | | |
| | Work by City of Salem | | All Required | | 5,732.19 | |
| | State | | All Required | | 959.57 | |
| | Liquidated Damages | | Lump Sum | | (151.80) | |
| | Total Participating Construction Engineering | | | | $ 6,539.96 | |
| | Misc. Project Cost | | | | | |
| | Audit Expense | | All Required | | 158.69 | |
| | Total Participating Project Cost | | | | $56,263.74 | |
| | Nonparticipating Project Cost | | | | | |
| | Final Contract Payment Summary (Time Extension) | | Lump Sum | | $ 151.80 | |
| | Interest on Final Payments | | All Required | | 22.54 | |
| | Total Nonparticipating Project Cost | | | | $ 174.34 | |
| | Total Project Cost | | | | $56,438.08 | |
| | Prepared based on Participating Costs as shown on Federal Billing as of 2/10/83. | | | | | |

AMOUNT CARRIED FORWARD .....

B02 H32 — OREGON STATE HIGHWAY DEPARTMENT — FHWA BILLING VOUCHER — 03/17/83 — PAGE 13

| PREFIX GRP FL | FED AID PROJ | AGREEMENT AMOUNT | TOTAL COSTS TO DATE | PARTIC. AMOUNT | % OF PARTIC. | FEDERAL SHARE | AMOUNT PREV. CLAIMED | ADJUSTMENT AND CODE | AMOUNT OF THIS VOUCHER |
|---|---|---|---|---|---|---|---|---|---|
| Madsen | | | | | 88.15 | | | | |
| 324-1046 1* | BWM -1520-001 | | | | 88.15 | | | | |
| 324-1046 2 | BWM -1520-001 | | | | 88.15 | | | | |
| 324-1046 8* | BWM -1520-001 | 44,338.01 | 50,664.83 | 50,298.37 | 85.80 | 44,338.01 | 44,338.01 | | |
| 324-1932 1* | BWM -1520-001 | | | | | | | | |
| 324-1932 8* | BWM -1520-001 | 5,118.29 | 5,965.37 | 5,965.37 | 85.80 | 5,118.29 | 5,118.29 | | |
| | PROJ TOTALS | 49,456.30 | 56,630.20 | 56,263.74 | | 49,456.30 | 49,456.30 | | |
| Pringle | | | | | | | | | |
| 324-1085 8 | BWM -1575-001 | 17,604.62 | 20,478.47 | 19,971.21 | 88.15 | 17,604.62 | 17,604.62 | | |
| 324-1931 1* | BWM -1575-001 | | | | 85.80 | | | | |
| 324-1931 8 | BWM -1575-001 | 3,920.89 | 4,569.80 | 4,569.80 | 85.80 | 3,920.89 | 3,920.89 | | |
| | PROJ TOTALS | 21,525.51 | 25,048.27 | 24,541.01 | | 21,525.51 | 21,525.51 | | |
| 324-1933 1 | BWM -1617-001 | 7,722.00 | 7,134.40 | 7,134.40 | 85.80 | 6,121.32 | 6,121.32 | | |
| 324-1934 1 | BWM -1620-001 | 4,890.00 | 2,723.49 | 2,723.49 | 85.80 | 2,336.75 | 2,336.75 | | |
| 324-1936 1 | BWM -1685-002 | 6,520.00 | 3,297.64 | 3,519.05 | 85.80 | 3,019.34 | 3,019.34 | | |
| >315-1953 1# | M -000C-005 | 90,090.00 | 55,684.91 | 55,684.91 | 85.80 | 47,777.65 | 47,777.65 | | |
| 320-1962 1 | M -000C-014 | 154,262.00 | 24,038.06 | 24,038.06 | 88.15 | 21,189.55 | 21,173.68 | | |
| >315-1027 2 | M -000C-018 | 743,522.00 | 851,230.84 | 850,933.98 | 88.18 | 750,353.58 | 743,522.00 | P 831.56 B | |
| 324-1930 1# | M -0000-005 | 435.48 | 483.87 | 483.87 | 90.00 | 435.48 | 435.48 | | |
| >424-1904 1# | M -0000-005 | 24,337.30 | 24,337.30 | 24,337.30 | 100.00 | 24,337.30 | 24,337.30 | | |
| >437-1901 1# | M -0000-005 | 70,980.45 | 70,980.45 | 70,980.45 | 100.00 | 70,980.45 | 70,980.45 | | |
| | PROJ TOTALS | 95,753.23 | 95,801.62 | 95,801.62 | | 95,753.23 | 95,753.23 | | |
| 324-1960 1 | M -0000-010 | 44,000.00 | 45,400.13 | 45,400.13 | 88.15 | 40,020.21 | 40,020.21 | | |
| 320-1048 1 | M -0000-012 | 541,083.00 | 593,757.19 | 592,320.45 | 88.13 | 522,308.17 | 522,308.17 | | |
| 320-1947 1 | M -0000-012 | 59,309.00 | 53,579.45 | 53,579.45 | 88.15 | 47,230.29 | 47,230.29 | | |
| | PROJ TOTALS | 600,392.00 | 647,336.64 | 645,899.90 | | 569,538.46 | 569,538.46 | | |
| 320-1972 1# | M -0000-016 | 1,553.28 | 1,895.76 | 1,761.49 | 88.18 | 1,553.28 | 1,553.28 | | |
| >420-1904 1# | M -0000-016 | 50,000.00 | 50,000.00 | 50,000.00 | 100.00 | 50,000.00 | 50,000.00 | | |
| | PROJ TOTALS | 51,553.28 | 51,895.76 | 51,761.49 | | 51,553.28 | 51,553.28 | | |
| 305-1094 1# | M -0000-023 | 129,002.82 | 146,294.87 | 146,294.87 | 88.18 | 129,002.82 | 129,002.82 | | |
| 017-1929 1 | M -0000-030 | 35,260.00 | 29,803.21 | 29,803.21 | 88.15 | 26,271.53 | 26,271.53 | | |
| 322-1991 1 | M -0000-031 | 20,714.00 | 17,749.49 | 18,461.11 | 88.15 | 16,273.47 | 16,273.47 | | |
| 301-1006 1 | M -0000-032 | | | | 88.15 | | | | |

| | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | | | | | | 68.45 | 80 81 |
| 324 | 1045 | 920 | 00 P 1 | | | | | | | 148.32 | 81 81 |
| 324 | 1045 | 940 | 00 P 1 | | | | | | | 26.50 | 81 81 |
| 324 | 1045 | 944 | 00 P 1 | | | | | | | 638.88 | 81 82 |
| 324 | 1045 | 945 | 00 P 1 | | | | | | | 45.05 | 81 81 |
| 324 | 1045 | 948 | 00 P 1 | | | | | | | 60.40 | 80 80 |
| 324 | 1045 | 985 | 00 P 1 | | | | | 122.33 | | 186,567.57 | |
| | | TOT | P1 | | | | | | | 946.20 | |
| | | TOT | N1 | | | | | | | | |
| | | ** JOB TOTALS ** | | | ** | | ** | 122.33 | ** | 187,513.77 | ** |

| | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 12TH AVE ST SE PRINGLE ROAD | CONT NO 9159 * FA PROJ NOS BWM 1520001 | | | | BWM 1520001 | | | | BWM 1520001 100 STATE | | |
| 324 | 1046 | 201 | 00 P 1 | | 42,528.59CR | | 42,528.59CR | | | 80 | 83 |
| 324 | 1046 | 201 | 00 P 2 | | 17,207.40CR | | 17,207.40CR | | | 80 | 83 |
| 324 | 1046 | 201 | 00 P 8 | Rev Cont | 42,528.59 | | 42,528.59 | | 42,528.59 | 83 | 83 |
| 324 | 1046 | 201 | 00 N 1 | | 151.80CR | | 151.80CR | | | 81 | 83 |
| 324 | 1046 | 201 | 00 N 2 | | 68.20CR | | 68.20CR | | | 81 | 83 |
| 324 | 1046 | 201 | 00 N 8 | Rev Cont | 151.80 | | 151.80 | | 151.80 | 83 | 83 |
| 324 | 1046 | 203 | 00 P 1 | | 220.00 | | 220.00 | | | 80 | 83 |
| 324 | 1046 | 203 | 00 P 8 | | 151.80CR | | 151.80CR | | 151.80CR | 83 | 83 |
| 324 | 1046 | 206 | 00 N 1 | | 22.54CR | | 22.54CR | | | 81 | 83 |
| 324 | 1046 | 206 | 00 N 2 | | 10.12CR | | 10.12CR | | | 81 | 83 |
| 324 | 1046 | 206 | 00 N 8 | | 22.54 | | 22.54 | | 22.54 | 83 | 83 |
| 324 | 1046 | 220 | 02 P 1 | | 855.49CR | | 855.49CR | | | 81 | 83 |
| 324 | 1046 | 220 | 02 P 8 | | 855.49 | | 855.49 | | 855.49 | 83 | 83 |
| 324 | 1046 | 270 | 01 P 1 | | 215.64CR | | 215.64CR | | | 81 | 83 |
| 324 | 1046 | 270 | 01 P 2 | | 96.88CR | | 96.88CR | | | 81 | 83 |
| 324 | 1046 | 270 | 01 P 8 | | 215.64 | | 215.64 | | 215.64 | 83 | 83 |
| 324 | 1046 | 295 | 00 N 9 | | | | | | 3,000.00 | 82 | 82 |
| 324 | 1046 | 296 | 00 N 9 | | 12,356.25 | | 12,293.91 | | 47,338.01CR | 80 | 83 |
| 324 | 1046 | 298 | 00 N 9 | | 12,356.25CR | | 12,293.91CR | | 44,333.01 | 80 | 83 |
| 324 | 1046 | 900 | 00 P 1 | | 645.28CR | | 645.28CR | | | 80 | 83 |
| 324 | 1046 | 900 | 00 P 2 | | 265.77CR | | 265.77CR | | | 80 | 83 |
| 324 | 1046 | 900 | 00 P 8 | | 436.50 | | 436.50 | | 436.50 | 83 | 83 |
| 324 | 1046 | 900 | 00 N 8 | | 192.12 | | 192.12 | | 192.12 | 83 | 83 |



| DESCRIPTION | PREFIX | FUNCTION | SUB | F. | GR | CURRENT MONTH | FISCAL YEAR TO DATE | GRAND TOTAL TO DATE | ACTIVE YRS BEG | ACTIVE YRS END |
|---|---|---|---|---|---|---|---|---|---|---|
| | 324 | 1046 | 903 | 00 | P 1 | 8,585.95CR | 11,100.29CR | | 81 | 83 |
| | 324 | 1046 | 903 | 00 | P 8 | 5,924.31 | 5,924.31 | 5,924.31 | 83 | 83 |
| | 324 | 1046 | 915 | 00 | P 1 | 158.69CR | | | 82 | 83 |
| | 324 | 1046 | 915 | 00 | P 2 | 71.29CR | | | 82 | 83 |
| | 324 | 1046 | 915 | 00 | P 8 | 158.69 | 158.69 | 158.69 | 83 | 83 |
| | 324 | 1046 | 920 | 00 | P 1 | 57.97CR | 57.97CR | | 80 | 83 |
| | 324 | 1046 | 920 | 00 | P 2 | 26.05CR | 26.05CR | | 80 | 83 |

| | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | | | | | 81 | 83 |
| 324 | 1046 | 206 | 00 N 1 | | 22.54CR | 22.54CR | | | 81 | 83 |
| 324 | 1046 | 206 | 00 N 2 | | 10.12CR | 10.12CR | | | 83 | 83 |
| 324 | 1046 | 206 | 00 N 8 | Int. | 22.54 | 22.54 | | 22.54 | 81 | 83 |
| 324 | 1046 | 220 | 02 P 1 | | 855.49CR | 855.49CR | | | 83 | 83 |
| 324 | 1046 | 220 | 02 P 8 | SFO #2 | 855.49 | 855.49 | | 855.49 | 81 | 83 |
| 324 | 1046 | 270 | 01 P 1 | | 215.64CR | 215.64CR | | | 81 | 83 |
| 324 | 1046 | 270 | 01 P 2 | | 96.88CR | 96.88CR | | | 83 | 83 |
| 324 | 1046 | 270 | 01 P 8 | SFO #1 | 215.64 | 215.64 | | 215.64 | 82 | 82 |
| 324 | 1046 | 295 | 00 N 9 | Tr. City | | | | 3,000.00 | 80 | 83 |
| 324 | 1046 | 296 | 00 N 9 | Tr. St. | 12,356.25 | 12,293.91 | | 47,338.01CR | 80 | 83 |
| 324 | 1046 | 298 | 00 N 9 | Tr. Fed | 12,356.25CR | 12,293.91CR | | 44,332.01 | 80 | 83 |
| 324 | 1046 | 900 | 00 P 1 | Const Engr | 645.28CR | 645.28CR | | | 80 | 83 |
| 324 | 1046 | 900 | 00 P 2 | | 265.77CR | 265.77CR | | | 83 | 83 |
| 324 | 1046 | 900 | 00 P 8 | | 436.50 | 436.50 | | 436.50 | 83 | 83 |
| 324 | 1046 | 900 | 00 N 8 | | 192.12 | 192.12 | | 192.12 | | |



ACCOUNT SUMMARY - EXPENDITURES & LEDGERS

| DESCRIPTION | PREFIX | FUNCTION | SUB | F. | GR | CURRENT MONTH | FISCAL YEAR TO DATE | GRAND TOTAL TO DATE | ACTIVE BEG | YRS END |
|---|---|---|---|---|---|---|---|---|---|---|
| | 324 1046 | 903 | 00 | P | 1 | 8,585.95CR | 11,100.29CR | | 81 | 83 |
| | 324 1046 | 903 | 00 | P | 8 | 5,924.31 | 5,924.31 | 5,924.31 | 83 | 83 |
| | 324 1046 | 915 | 00 | P | 1 Audit | 158.69CR | | | 82 | 83 |
| | 324 1046 | 915 | 00 | P | 2 | 71.29CR | | | 82 | 83 |
| | 324 1046 | 915 | 00 | P | 8 | 158.69 | 158.69 | 158.69 | 83 | 83 |
| | 324 1046 | 920 | 00 | P | 1 Engg Sec. | 57.97CR | 57.97CR | | 80 | 83 |
| | 324 1046 | 920 | 00 | P | 2 | 26.05CR | 26.05CR | | 80 | 83 |
| | 324 1046 | 920 | 00 | P | 8 | 57.97 | 57.97 | 57.97 | 83 | 83 |
| | 324 1046 | 940 | 00 | P | 1 Salem Lab | 28.36CR | 28.36CR | | 81 | 83 |
| | 324 1046 | 940 | 00 | P | 2 | | | 12.74 | 81 | 82 |
| | 324 1046 | 940 | 00 | P | 8 | 28.36 | 28.36 | 28.36 | 83 | 83 |
| | 324 1046 | 944 | 00 | P | 1 Tech. Serv. | 10.52CR | 10.52CR | | 81 | 83 |
| | 324 1046 | 944 | 00 | P | 2 | 17.47CR | 17.47CR | 12.74CR | 81 | 83 |
| | 324 1046 | 944 | 00 | P | 8 | 10.52 | 10.52 | 10.52 | 83 | 83 |
| | 324 1046 | 945 | 00 | P | 1 Const. Sec. | 197.05CR | 197.05CR | | 81 | 83 |
| | 324 1046 | 945 | 00 | P | 2 | 88.55CR | 88.55CR | | 81 | 83 |
| | 324 1046 | 945 | 00 | P | 8 | 197.05 | 197.05 | 197.05 | 83 | 83 |
| | 324 1046 | 948 | 00 | P | 1 Tot. Const Engr | 53.69CR | 45.97CR | | 81 | 83 |
| | 324 1046 | 948 | 00 | P | 8 | 37.05 | 37.05 | 37.05 | 83 | 83 |
| | | TOT | P1 | | | 53,117.23CR | 55,465.16CR | | | |
| | | TOT | P2 | | | 17,773.41CR | 17,702.12CR | | | |
| | | TOT | P8 | | | 50,298.37 | 50,298.37 | 50,298.37 | | |
| | | TOT | N1 | | | 174.34CR | 174.34CR | | | |
| | | TOT | N2 | | | 78.32CR | 78.32CR | | | |
| | | TOT | N8 | | | 366.46 | 366.46 | 366.46 | | |
| | | ** JOB TOTALS ** | | | | 20,478.47CR** | 22,755.11CR** | 50,664.83 ** | | |

MCLEOD LN NE-OR ELECTRIC RR CONT NO 9274 = FA PROJ NOS M 1830004 91
324 1050 201 00 P 1

M 1830004 09 STATE
178.955.93

| DESCRIPTION | PREFIX | FUNCTION | SUB F. | GR | CURRENT MONTH | FISCAL YEAR TO DATE | GRAND TOTAL TO DATE |
|---|---|---|---|---|---|---|---|
| | 324 1931 | 920 | 00 | P 1 | 110.17CR | 110.17CR | 110.17 |
| | 324 1931 | 920 | 00 | P 8 | 110.17 | 110.17 | |
| | 324 1931 | 921 | 00 | P 1 | 785.71CR | 785.71CR | 785.71 |
| | 324 1931 | 921 | 00 | P 8 | 785.71 | 785.71 | |
| | 324 1931 | 922 | 00 | P 1 | 17.33CR | 17.33CR | 17.33 |
| | 324 1931 | 922 | 00 | P 8 | 17.33 | 17.33 | |
| | | TOT | P1 | | 4,569.80CR | 2,135.17CR | 4,569.80 |
| | | TOT | P8 | | 4,569.80 | 4,569.80 | 4,569.80 ** |
| | | ** JOB TOTALS ** | | | ** | 2,434.63 ** | |
| | | | | | | | BWM 1520001 100 STATE |
| 12TH-PRINGLE RD-SALEM | CONT NO | * FA PROJ NOS BWM 1520001 | | | | | |
| | 324 1932 | 296 | 00 | N 9 | Tr. St. 3,232.29CR | 3,740.83CR | 5,118.29CR |
| | 324 1932 | 298 | 00 | N 9 | Tr. Fed 3,232.29 | 3,740.83 | 5,118.29 |
| | 324 1932 | 901 | 00 | P 1 | Res. Engr 183.38CR | 175.66CR | |
| | 324 1932 | 901 | 00 | P 8 | " 183.38 | 183.38 | 183.38 |
| | 324 1932 | 903 | 00 | P 1 | Proj Sec 4,352.22CR | | |
| | 324 1932 | 903 | 00 | P 8 | " 4,352.22 | 4,352.22 | 4,352.22 |
| | 324 1932 | 905 | 00 | P 1 | Fin. Des 588.13CR | 588.13CR | |
| | 324 1932 | 905 | 00 | P 8 | " 588.13 | 588.13 | 588.13 |
| | 324 1932 | 920 | 00 | P 1 | Proj Sec 154.33CR | 154.33CR | |
| | 324 1932 | 920 | 00 | P 8 | " " 154.33 | 154.33 | 154.33 |
| | 324 1932 | 921 | 00 | P 1 | Specs 673.97CR | 673.97CR | |
| | 324 1932 | 921 | 00 | P 8 | " 673.97 | 673.97 | 673.97 |
| | 324 1932 | 922 | 00 | P 1 | Adv. Serv. 13.34CR | 13.34CR | |
| | 324 1932 | 922 | 00 | P 8 | 13.34 | 13.34 | 13.34 |
| | | TOT | P1 | | 5,965.37CR | 1,605.43CR | |
| | | TOT | P8 | | 5,965.37 | 5,965.37 | 5,965.37 |
| | | ** JOB TOTALS ** | | | ** | 4,359.94 ** | 5,965.37 ** |
| | | | | | | | STATE |
| SATTER NE-SILVERTON RD NE | CONT NO | * FA PROJ NOS BWM 1617001 100 | | | | | |
| | 324 1933 | 296 | 00 | N 9 | | | 6,121.32CR |
| | 324 1933 | 298 | 00 | N 9 | | | 6,121.32 |
| | 324 1933 | 901 | 00 | P 1 | | | 6,291.04 |
| | 324 1933 | 910 | 00 | P 1 | | | 370.52 |
| | 324 1933 | 911 | 00 | P 1 | | | 51.08 |
| | 324 1933 | 920 | 00 | P 1 | | | 12.14 |
| | 324 1933 | 926 | 00 | P 1 | | | .70 |
| | 324 1933 | 950 | 00 | P 1 | | | 408.92 |
| | | TOT | P1 | | | | 7,134.40 |
| | | ** JOB TOTALS ** | | | ** | ** | 7,134.40 ** |
| | | | | | | | STATE |
| LANCASTER-CORDON RD, SALEM | CONT NO | FA PROJ NOS BWM 1620001 100 | | | | | |
| | 324 1934 | 296 | 00 | N 9 | | 71.07CR | 2,336.75CR |
| | 324 1934 | 298 | 00 | N 9 | | 71.07 | 2,336.75 |
| | 324 1934 | 901 | 00 | P 1 | | | 77.51 |
| | 324 1934 | 907 | 00 | P 1 | | | 248.32 |

| DESCRIPTION | | PREFIX | FUNCTION | SUB | F. | GR | CURRENT MONTH | FISCAL YEAR TO DATE | GRAND TOTAL TO DATE |
|---|---|---|---|---|---|---|---|---|---|
| | 324 | 1931 | 920 | 00 | P | 1 | 110.17CR | 110.17CR | |
| | 324 | 1931 | 920 | 00 | P | 8 | 110.17 | 110.17 | 110.17 |
| | 324 | 1931 | 921 | 00 | P | 1 | 785.71CR | 785.71CR | |
| | 324 | 1931 | 921 | 00 | P | 8 | 785.71 | 785.71 | 785.71 |
| | 324 | 1931 | 922 | 00 | P | 1 | 17.33CR | 17.33CR | |
| | 324 | 1931 | 922 | 00 | P | 8 | 17.33 | 17.33 | 17.33 |
| | | | TOT | P1 | | | 4,569.80CR | 2,135.17CR | |
| | | | TOT | P8 | | | 4,569.80 | 4,569.80 | 4,569.80 |
| | | | ** JOB TOTALS ** | | | | ** | 2,434.63 ** | 4,569.80 ** |
| 12TH-PRINGLE RD-SALEM | CONT NO | | * FA PROJ NOS BWM 1520001 | | | | | | BWM 1520001 100 STATE |
| | 324 | 1932 | 296 | 00 | N | 9 Tr. St. | 3,232.29CR | 3,740.83CR | 5,118.29CR |
| | 324 | 1932 | 298 | 00 | N | 9 Tr. Fed | 3,232.29 | 3,740.83 | 5,118.29 |
| | 324 | 1932 | 901 | 00 | P | 1 Res. Engr. | 183.38CR | 175.66CR | |
| | 324 | 1932 | 901 | 00 | P | 8 " " | 183.38 | 183.38 | 183.38 |
| | 324 | 1932 | 903 | 00 | P | 1 Pay-ec | 4,352.22CR | | |
| | 324 | 1932 | 903 | 00 | P | 8 " | 4,352.22 | 4,352.22 | 4,352.22 |
| | 324 | 1932 | 905 | 00 | P | 1 Eqp. Des | 588.13CR | 588.13CR | |
| | 324 | 1932 | 905 | 00 | P | 8 " | 588.13 | 588.13 | 588.13 |
| | 324 | 1932 | 920 | 00 | P | 1 Proj Sec | 154.33CR | 154.33CR | |
| | 324 | 1932 | 920 | 00 | P | 8 " " | 154.33 | 154.33 | 154.33 |
| | 324 | 1932 | 921 | 00 | P | 1 Specs | 673.97CR | 673.97CR | |
| | 324 | 1932 | 921 | 00 | P | 8 " | 673.97 | 673.97 | 673.97 |
| | 324 | 1932 | 922 | 00 | P | 1 Ad. Serv. | 13.34CR | 13.34CR | |
| | 324 | 1932 | 922 | 00 | P | 8 " | 13.34 | 13.34 | 13.34 |
| | | | TOT | P1 | | | 5,965.37CR | 1,605.43CR | |
| | | | TOT | P8 | | | 5,965.37 | 5,965.37 | 5,965.37 |
| | | | ** JOB TOTALS ** | | | | ** | 4,359.94 ** | 5,965.37 ** |
| SATTER NE-SILVERTON RD NE | CONT NO | | * FA PROJ NOS BWM 1617001 100 | | | | | | STATE |
| | 324 | 1933 | 296 | 00 | N | 9 | | | 6,121.32CR |
| | 324 | 1933 | 298 | 00 | N | 9 | | | 6,121.32 |
| | 324 | 1933 | 901 | 00 | P | 1 | | | 6,291.04 |
| | 324 | 1933 | 910 | 00 | P | 1 | | | 370.52 |
| | 324 | 1933 | 911 | 00 | P | 1 | | | 51.08 |
| | 324 | 1933 | 920 | 00 | P | 1 | | | 12.14 |
| | 324 | 1933 | 926 | 00 | P | 1 | | | .70 |
| | 324 | 1933 | 950 | 00 | P | 1 | | | 408.92 |
| | | | TOT | P1 | | | | | 7,134.40 |
| | | | ** JOB TOTALS ** | | | | ** | ** | 7,134.40 ** |
| LANCASTER-CORDON RD, SALEM | CONT NO | | FA PROJ NOS BWM 1620001 100 | | | | | | STATE |
| | 324 | 1934 | 296 | 00 | N | 9 | | 71.07CR | 2,336.75CR |
| | 324 | 1934 | 298 | 00 | N | 9 | | 71.07 | 2,336.75 |
| | 324 | 1934 | 901 | 00 | P | 1 | | | 77.51 |
| | 324 | 1934 | 907 | 00 | P | 1 | | | 248.32 |

rn

OSHD: H.S. Coulter

STATE COPY

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

## FINAL ACCEPTANCE REPORT

| REGION NO. | REPORT NO. | COUNTY | DIVISION |
|---|---|---|---|
| 10 | 2 | Marion | Oregon |

| DATE OF REPORT | REPORT MADE BY | PROJECT NO. |
|---|---|---|
| 7-27-82 | Wm Kappus, Area Engineer | BWM-1520(1) and BWM-1575(1) |

| COMPLETION DATE | ACCEPTANCE DATE BY CONTRACT AGENCY | TIME ELAPSED | CONTRACT TIME |
|---|---|---|---|
| 10-16-80 | 6-31-81 | 102 % | 75 CD |

| APPROVED EXTENSIONS | LOCATION |
|---|---|
| 2 days | Madrona and Pringle Streets between 12th and Ewald Sts. in Salem, Oregon |

*The PR-47, Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds, has been submitted.
*A copy of the State's materials certificate is attached to the Division office copy of this report.
There is compliance with section 1.23 of the Regulations pertaining to encroachments on the right-of-way.

**REMARKS:** *The project has been completed in reasonably close conformity with the approved plans and specifications including authorized changes and extra work.*

12th STREET S.E. - EWALD AVENUE S.E.

CITY STREET ( SALEM )

Grading & Paving

This project provided for the construction of a pedestrian walkway on the subject street section.

The total project cost overran the original estimate by approximately 6.5%. This was due mainly to a major overrun in construction engineering (109.6%) which was accomplished by the City of Salem.

A final inspection of the completed project was made April 9, 1981.

NOTED
W. E. SCHWARTZ

RECEIVED
STATE HWY ENGR
AUG 3 '82
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

*NOTE: Not applicable for direct federal projects.

| ACCEPTANCE OF PROJECT IS RECOMMENDED | | ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION | |
|---|---|---|---|
| SIGNATURE W. H. Kappus | | SIGNATURE [illegible] G. K. Hossner | |
| TITLE Area Engineer | DATE 7-30-82 | TITLE Field Operations Engineer | DATE 8-2-82 |

FORM FHWA-1446 B (12-73) FORMERLY PR-33E

Previous Editions of PR-33E Will Not Be Used.

August 17, 1981

Seaboard Surety Company
320 108th Avenue N.E., Suite 401
Bellevue, WA 98004

CON 5
#9159

Gentlemen:

On August 4, 1981, we wrote to you concerning release of final payment on Contract No. 9159 for work on 12th Street S.E.-Ewald Avenue S.E. (Salem) Section awarded to Salem Road and Driveway Company.

Final payment on this contract is $1,000 and the total contract amount is $59,735.99. No work was performed under force account.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

fkn

cc Salem Road and Driveway Co.
Box 603
Salem, OR 97303

C. T. Keasey
Walt Hart
C. O. Fredrickson

REPORT OF ACTION UNDER DELEGATED AUTHORITY OF

ASSISTANT STATE HIGHWAY ENGINEER

On behalf of the Commission and under authority delegated to me to accept contracts completed according to specifications, I accepted the following:

| Contractor and Contract No. | Section and County | Acceptance Date |
|---|---|---|
| Sims Electric, Inc. No. 9177 | Coos Bay/Roseburg Hwy. @ 2nd St. (Coquille) Coos County | July 14, 1981 |
| Sims Electric, Inc. No. 9155 | Ore. Coast Hwy. @ 4th St. (Tillamook) Tillamook County | July 16, 1981 |
| Wildish-Corvallis Construction Co. No. 9040 | SPRR X'ing @ Granger Benton County | July 20, 1981 |
| Salem Road & Driveway Co. No. 9159 | 12th St.SE-Ewald Ave.SE (Salem) Marion County | July 31, 1981 |
| Riedel International No. 9107 | SPRR X'ing @ SE Lawnfield Rd. Clackamas County | August 3, 1981 |
| D Mc D Corp. No. 9256 | Enterprise Rock Production Wallowa County | August 3, 1981 |
| Rock Process, Inc. No. 9280 | Meacham Rock Production Umatilla & Union Counties | August 3, 1981 |
| Morse Bros. Contractors, Inc. No. 9002 | Siuslaw River-Walton Lane County | August 4, 1981 |
| Wisar Const. Co., Inc. No. 9057 | Little Butte Creek Bridge Jackson County | August 4, 1981 |
| Harry Claterbos Co. J.V. No. 8949 | S.Unit, Astoria-Camp Rilea Clatsop County | August 5, 1981 |
| R & R Excavating Co.,Inc. No. 9146 | NE 33rd Ave.@ NE Broadway & SE 139th Ave. @ SE Stark St. (Portland) Multnomah County | August 6, 1981 |

August 6, 1981

C. T. Keasey
Asst. State Highway Engineer

U. S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

**LETTER OF APPROVAL AND/OR AUTHORIZATION**

FEDERAL AID PROJECT NO.: M-1520(1) & BWM-1575(1)

STATE PROJECT NO.: See below

FROM: E. J. Valach, Acting Division Admin
FHWA - Oregon Division

PROGRAM NO.:

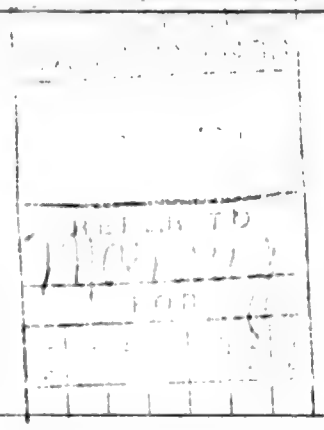
ITEM NO.: 80139 & 80140

COUNTY NAME: Marion

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

TO:

Mr. H. S. Coulter
State Highway Engineer
State Of Oregon
Salem, Oregon



| DATE PS&E APPROVED | DATE AUTHORIZATION EFFECTIVE | FEDERAL ROUTE NUMBER |
|---|---|---|
| 6/4/80 | 1/8/81 | FAU 1520 & 1575 |
| | | STATE ROUTE NUMBER: City Streets |

GENERAL LOCATION:

12th Street SE - Ewald Avenue SE (Salem)

GENERAL DESCRIPTION OF WORK:

Correct a spring drainage porblem and install asphalt concrete berms

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☐ PREPARATION

☐ OTHER (Specify)

☐ ACQUISITION OF RIGHT-OF-WAY
CONSTRUCTION - ADVERTISE FOR RECEIPT
☐ OF BIDS

☒ CONSTRUCTION - PROCEED ON XXXXXXXXX
XXXXXXXXXX FORCE ACCOUNT BASIS

REMARKS

This will confirm the advance authorization date of 1/8/81, as requested in Mr. Keasey's letter of 1/12/81 as being in the public interest for the use of City Forces to proceed with the above work. State Force Order No. 2 representing work to be done by City of Salem is approved for TEC NTE $850 Federal Funds $729.

(Project BWM-1520(1) 69% - BWM-1575(1) 31%)

| DATE | SIGNATURE OF APPROVING OFFICIAL | TITLE |
|---|---|---|
| 1/28/81 | | for Acting Division Administrator |

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

January 13, 1981

PRO 6

TO: G. L. Green, Division Administrator
Federal Highway Administration

FROM: D. E. Swan
Operation Programming Engineer

SUBJECT: Project No. BWM-1575(1)
Madrona Ave. S.E.-Ewald Ave. S.E. (Salem)
Marion County

Enclosed is a copy of Mr. Terpin's memo of January 7, 1981 with attachment which provides justification for an increase in preliminary engineering costs of $2,690.00 on the project.

This information is being forwarded at this time for your consideration at final voucher submission.

RHZ:bkc
Attachment

January 13, 1981

RP PRO 6

TO: G. L. Green, Division Administrator
Federal Highway Administration

FROM: D. E. Swan
Operation Programming Engineer

SUBJECT: Project No. BWM-1520(1)
12th St. S.E.-Pringle Road (Salem)
Marion County

Enclosed is a copy of Mr. Terpin's memo of January 7, 1981 with attachment which provides justification for an increase in preliminary engineering costs of $4,170.00 on the project.

This information is being forwarded at this time for your consideration at final voucher submission.

RHZ:bkc
Attachment

STATE OF OREGON
HIGHWAY DIVISION - ODOT

INTEROFFICE MEMO
PRO 6

TO: D. H. Moehring
Assistant State Highway Engineer

DATE: January 7, 1981

FROM: Frank E. Terpin
Location Engineer

ATTN: D. E. Swan

by George C. Wills
George C. Wills
Location Field Engineer

Subject: Madrona Avenue-Ewald Avenue (Salem)
Pringle Road FAU 1575
Marion County

Preliminary engineering costs to develop the subject project have exceeded the FHWA program. To assist you in gaining additional federal participation, we offer the following justification:

The subject improvement contracted in July of last year.

The original survey authorization grossly underestimated the required P.E. effort. The final cost more nearly reflects our experience with projects of this size and type.

| | |
|---|---|
| Present Authorization | $ 2,000 |
| Additional | 2,690 |
| Total | $ 4,690 |

Attached is an itemization by P.E. activities.

GCW:JWG:ge
Attachment

cc C. O. Fredrickson w/att

Contains Recycled Materials
81.125-1387

## PRELIMINARY ENGINEERING

Major Class 19
(also 07, 08, 09)

| | Engineering | AUTHORIZATION APPROVED BY FHWA | TOTAL AUTHORIZATION REQUESTED |
|---|---|---|---|
| 901 | Resident Engineer | 100 | 250 |
| 902 | Citizens involvement | | |
| 903 | Payment to local government | 600 | 2 450 |
| 904 | Consultant fees | | |
| 905 | Final Design | 1 000 | 860 |
| 906 | Bridge Design | | |
| 907 | Preliminary design | | |
| 908 | Field testing section (construction) | | |
| 909 | Right of way descriptions | | |
| 910 | Soils and geology | | |
| 911 | Signing (traffic department) | | |
| 912 | Landscape department | | |
| 913 | Right of way - liaison & relocation | | |
| 914 | Utility liaison | | 110 |
| 915 | Audits by Accounting Section | | |
| 916 | Photogrammetry | | |
| 917 | Inventory needs | | |
| 918 | Reconnaissance and hydrology | | |
| 919 | Engineering graphics | | |
| 920 | Project management | | 110 |
| 921 | Specifications | 200 | 790 |
| 922 | Administrative Services - engineering | | 20 |
| 923 | Environmental Section | 100 | 100 |
| 924 | Department of Transportation | | |
| 925 | Air monitoring | | |
| 926 | Foundation investigation | | |
| 950 | Training courses, conferences & seminars | | |
| 955 | Employee relocation assistance program | | |
| 960 | Personal leave | | |
| 975 | Historical sites inventory | | |
| 980 | Public hearing charges | | |
| 985 | EEO monitoring expense | | - |
| 986 | "Non-State" employees travel | | - |
| | | $ 2 000 | $ 4 690 |

Section: MADRONA AVE - EWALD AVE (SALEM)

ighway: PRINGLE RD.

County: MARION

Prefix: 32.4-1931

STATE OF OREGON
HIGHWAY DIVISION - ODOT

INTER-OFFICE MEMO
PRO 6

TO: D. H. Moehring
Assistant State Highway Engineer

DATE: January 7, 1981

FROM: Frank E. Terpin
Location Engineer

ATTN: D. E. Swan

by George C. Wills
George C. Wills
Location Field Engineer

Subject: 12th Street-Pringle Road (Salem)
Madrona Avenue FAU 1520
Marion County

Preliminary engineering costs to develop the subject project have exceeded the FHWA program. To assist you in gaining additional federal participation, we offer the following justification:

The subject improvement was contracted in July of last year.

The original survey authorization grossly underestimated the P.E. effort. The final cost more nearly reflects our experience with projects of this size and type.

| | |
|---|---|
| Present Authorization | $ 2,200 |
| Additional | 4,170 |
| Total | $ 6,370 |

Attached is an itemization by P.E. activities.

GCW:JWG:ge
Attachment
cc C. O. Fredrickson w/att

Contains Recycled Materials
81-125-1387

## PRELIMINARY ENGINEERING

Major Class 19
(also 07, 08, 09)

| | Engineering | AUTHORIZATION APPROVED BY FHWA | TOTAL AUTHORIZATION REQUESTED |
|---|---|---|---|
| 901 | Resident Engineer | 100 | 180 |
| 902 | Citizens involvement | | |
| 903 | Payment to local government | 750 | 4 350 |
| 904 | Consultant fees | | |
| 905 | Final Design | 1 000 | 1 000 |
| 906 | Bridge Design | | |
| 907 | Preliminary design | | |
| 908 | Field testing section (construction) | | |
| 909 | Right of way descriptions | | |
| 910 | Soils and geology | | |
| 911 | Signing (traffic department) | | |
| 912 | Landscape department | | |
| 913 | Right of way - liaison & relocation | | |
| 914 | Utility liaison | | |
| 915 | Audits by Accounting Section | | |
| 916 | Photogrammetry | | |
| 917 | Inventory needs | | |
| 918 | Reconnaissance and hydrology | | |
| 919 | Engineering graphics | | |
| 920 | Project management | | 150 |
| 921 | Specifications | 250 | 680 |
| 922 | Administrative Services - engineering | | 10 |
| 923 | Environmental Section | 100 | |
| 924 | Department of Transportation | | |
| 925 | Air monitoring | | |
| 926 | Foundation investigation | | |
| 950 | Training courses, conferences & seminars | | |
| 955 | Employee relocation assistance program | | |
| 960 | Personal leave | | |
| 975 | Historical sites inventory | | |
| 980 | Public hearing charges | | |
| 985 | EEO monitoring expense | | - |
| 986 | "Non-State" employees travel | | |
| | | $ 2 200 | $ 6 370 |

Section: 12th St. - Pringle Rd.

Highway: Madrona Ave

County: Marion

Prefix: 324-1932

VICTOR ATIYEH
GOVERNOR

# Department of Transportation
## HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

December 22, 1980

In Reply Refer to File No CON 5 #9159

Salem Road & Driveway Company
Post Office Box 603
Salem, OR 97308

Re: Time Extension Request
12th St.-Ewald Ave. S.E.
FAP No. BWM-1520(1) & BWM 1575 (1)
Contract No. 9159

Gentlemen:

Your request for additional contract time on the above project has been carefully reviewed. A time extension of two calendar days is granted due to utility adjustment delays.

This will eliminate all liquidated damages under this contract.

Sincerely,

C. T. Keasey
Assistant State Highway Engineer

cc: H. S. Coulter (w/att.)
C. O. Fredrickson "
Warren Mueller "
Karl Goertzen "
FHWA "
Robert Church "

(Blind Note: This time extension is FHWA non-participating.)

RECEIVED
STATE HWY ENGR
DEC 23'80
REFER TO
FCP

Form 734-3122

324-1046

STATE OF OREG ] INTE. OFFICE MEMO

TO: C. T. Keasey
ASSISTANT STATE HIGHWAY ENGINEER

DATE: December 16, 1980

FROM: Gerald Wimer
REGION 2 CONSTRUCTION ENGINEER

SUBJECT: Time Extension Request
12th St. - Ewald Ave. SE
FAU 1520 and 1575 (Salem)
Contract 9159

Comco Construction Co. DBA Salem Road and Driveway Co. asks in the attached formal request and October 23 letter that we increase the authorized 75 calendar days (cd's) by 5 cd's to a new total of 80 cd's.

Resident Engineer Karl Goertzen of the City of Salem in his attached November 20 letter recommends the contractor's request be denied. He felt that had the contractor started the project timely he would not have overrun the two cd's that actually occurred.

Liaison Engineer Warren Mueller in his attached December 11 letter recommends the two cd's be granted. This office concurs. After discussing the matter with Mr. Goertzen, he agrees.

Basis for our combined recommendation involves the fact that Mr. Goertzen did not believe that either the water line or the telephone cable required adjusting. If he had known of the necessity to adjust in advance, the City Water Department and Pacific Northwest Bell would have been obligated to make the required adjustments during the 27 calendar days that elapsed between the date of time count start August 1 and the date construction started on August 28.

The only circumstances where we might not owe the contractor for the utility adjustment time would be if the contractor knew of the need for an adjustment at the time of bidding and the adjustment could not be made until after the contractor started his work. That is not the case with respect to this project.

GW/rgb
cc: Warren Mueller

12-19-80
CTK -
I concur with Region that 2 c.D. be granted. This time extension will be FHWA non-participating.

RECEIVED
DEC 17 1980
CONSTRUCTION BRANCH

STATE OF OREGON

# INTEROFFICE MEMO

TO: Phil Stearns
Region Federal Aid Engineer

DATE: November 25, 1980

FROM: Loren Weber
Region Location Engineer

SUBJECT: Supplemental Authorities for Survey
324-1931
Madrona Avenue-Ewald Avenue (Salem)
Pringle Road FAU 1575
324-1932
12th Street-Pringle Road (Salem)
Madrona Avenue FAU-1520
Marion County

I have attached the subject authorities to cover additional funds needed to cover the actual expenditures incurred by the city.

The reasons for the overruns are explained in detail in Mr. Merry's letter to you, date November 12, 1980. Paragraphs 3 points out that due to the difference in our and their plan policies, these went through some review and correction processes before being considered satisfactory by our people.

The current funding for the field functions are:

| | | Authorized | Spent | Additional Needed |
|---|---|---|---|---|
| 324-1931 | Field Survey-901 | $ 100 | $ 249.08 | $ 144.08 |
| | City -903 | 600 | 2434.63 | 1834.63 |
| | Utility -914 | 0 | 110.86 | 110.86 |
| | Environmental -923 | 100 | 0 | 100.00 |
| | Subtotal - Field Functions | $800 | $2794.57 | $1994.57 |
| 324-1932 | Field Survey - 901 | $ 100 | $ 175.66 | $ 75.66 |
| | City - 903 | 750 | 4352.22 | 3602.22 |
| | Environmental - 923 | 100 | 0 | -100.00 |
| | Subtotal - Region Functions | $ 950 | $4527.88 | $3577.88 |

Form 81-734-3032

OREGON STATE HIGHWAY DIVISION

# AUTHORITY FOR SURVEY

Section 12th Street-Pringle Road (Salem) Date 11/26, 1980

Highway Madrona Ave - FAU 1520 Authorization No. 2

County Marion Survey Prefix 324-1932
(Assigned by Salem office)

Description of termini, route, length, etc.:

The westerly terminus is the intersection of 12th Street and Madrona Avenue. The route follows Madrona Avenue to the intersection of Pringle Road. The project length is 0.24 miles.

Purpose of survey:

Prepare plans, specifications and cost estimate for shoulder widening to provide a six-foot pedestrian facility.

Estimate of cost:

INSTRUCTIONS

Submit four copies to Salem. After approval by the Assistant State Highway Engineer, one copy will be sent to the Regional Engineer and one copy to the Resident Engineer.

**This form does not constitute authority for making survey until approved and returned.**

Submit separate order for each survey

Total estimated cost of survey . . . . . $.....

Previous authorization . . . . . 2,200

Additional authorization requested . . . . . .

Additional authorization approved (Salem) . . . . . .

Total all authorizations approved (Salem) . . . . . .

Requests made by:

Field Engineer

Recommended for Approval:

Regional Engineer

Recommended for Approval:

Location Engineer

Approved:

Assistant State Highway Engineer

SP*19760-734

FORM 81-736-3001

OREGON STATE HIGHWAY DIVISION

# FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

| | | |
|---|---|---|
| SECTION: 12th St., SE - Ewald Ave., SE (Salem) | | WEEK ENDING: 10-18-80 |
| | | SECTION PREFIX: 324-1046 |
| HIGHWAY: City Streets (Madrona Ave. & Pringle) | | COUNTY: Marion |
| NAME OF JOB: 12th St. SE-Ewald Ave. SE (Salem) | KIND OF WORK: Grading and Paving | |
| CONTRACTOR: Salem Road & Driveway | CONTRACT NUMBER: 9159 | FEDERAL AID PROJECT NUMBER: BWM-1520(1) & BWM-1575(1) |
| DATE OF CONTRACT: July 21, 1980 | DATE WORK STARTED: August 1, 1980 | ESTIMATED COMPLETION DATE: October 14, 1980 |
| AVERAGE FORCE ON PROJECT FOR THE WEEK<br>MEN _____ SUPERVISION _____ | SPECIFIED WORK DAYS: 53 | WORK DAYS USED: 55 |
| | SPECIFIED CALENDAR DAYS: 75 | CALENDAR DAYS USED: 77 |
| PROJECT AUTHORIZATION: $ 67,955.91 | SPECIFIED COMPLETION DATE: October 14, 1980 | PERCENT OF TIME ELAPSED: 102.66% |
| EXCLUSIVE OF ENGINEERING: $ 62,020.90 | ENGINEERING AUTHORIZATION: $ 5,935.01 | PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: by our total or yours |
| ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 62,020.90 | ENGINEERING COST TO DATE: $ 4,352.22 | PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: " |
| ESTIMATED PERCENT OVERRUN / UNDERRUN: N/A % | PERCENT OF AUTHORIZATION: 73.3 % | DATE PROJECT WAS COMPLETED: 10-16-80 |

## ESTIMATED PERCENT COMPLETE (ROADWORK)

| CLEARING | DRAINAGE | GRADING | BASE | OIL AND/OR PAVE | MAT'L PROD | | |
|---|---|---|---|---|---|---|---|
| N/A | 100 | 100 | 100 | 100 | N/A | | |

| | GRADING | SURFACING | MAINTENANCE MATERIALS | OIL & BITUMINOUS MACADAM | PAVING |
|---|---|---|---|---|---|
| MILES IN PROJECT | 0.47 | 0.47 | | | 0.47 |
| MILES PARTIALLY COMPLETED | 0.47 | 0.47 | | | 0.47 |
| MILES COMPLETED | 0.47 | 0.47 | | | 0.47 |
| TOTAL ESTIMATED QUANTITIES (CONTRACT) | All | 1150 T | | | 335 T |
| TOTAL QUANTITIES CORRECTED TO DATE | -0- | 910.09 T | | | 360.52 T |
| ESTIMATED QUANTITIES MOVED OR PLACED TO DATE | 100% | 910.09 T | | | 360.52 T |
| AVERAGE DAILY QUANTITIES | -0- | -0- | | | -0- |
| AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME | N/A | N/A | | | N/A |
| NUMBER OF SHIFTS PER DAY | 1 | 1 | | | 1 |
| HOURS PER SHIFT | 8 | 8 | | | 8 |

EQUIPMENT USED DURING THE WEEK

Blade, Roller, Compressor, Truck

## ESTIMATED PERCENT COMPLETE (STRUCTURES)

| BRIDGE NO. | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| PERCENT | | | | | | | | |

| | WEATHER | WORK DAYS CHARGED | HOURS DELAY | CAUSE OF DELAY |
|---|---|---|---|---|
| 10-12-80 SUNDAY | | 1 | 0 | |
| MONDAY | Overcast W/rain | 1 | 0 | |
| TUESDAY | Overcast | 1 | 0 | |
| WEDNESDAY | Overcast W/ P.M. Clearing | 1 | 0 | |
| THURSDAY | Fog W/clearing | 1 | 0 | |
| FRIDAY | Overcast W/Fallout | 0 | 0 | |
| SATURDAY | | 0 | 0 | |

RECEIVED
DEC 22 1980
CONSTRUCTION BRANCH

Richards
Prows
Widmer
Gebauer
Church

## GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

| | |
|---|---|
| SUNDAY 10-12-80 | No Work |
| 10-13-80 MONDAY | Cushing Bros. work 10-11-80 and completed the driveways.<br>Wadsworth Exc. Work on the catch basin corrections. |
| 10-14-80 TUESDAY | Mike's Striping Service painted the new curbs on Pringle Rd.<br>Salem Rd. & Driveway worked on the asphalt concrete corrections. |
| 10-15-80 WEDNESDAY | Mike's Striping Service completed the curb painting.<br>Salem Rd. & Driveway corrected item #8 of the punch list. |
| 10-16-80 THURSDAY | Wadsworth & Salem Rd. & Driveway completed their corrections. |
| 10-17-80 FRIDAY | Stopped time count. |
| 10-18-80 SATURDAY | |

## REMARKS

Correction work has been completed.
Paper work remains.

SIGNED Karl D. Gaertner LOCATION

PR ME RESIDENT SUBMIT 2 COPIES WHEN BRIDGES AND GRADING BOTH ARE INVOLVED SUBMIT 3 COPIES

9159

CON 5

DATE: September 23, 1980

TO: G. L. Green, Division Administrator
Federal Highway Administration

FROM: C. T. Keasey
Ass't. State Hwy. Engr.

SUBJECT: Notification Contract Work Started
Federal-aid Project Number
BWM-1520(1) & BWM-1575(1)

Contract 9159 , Work Started September 12, 1980

Project 12th St. SE-Ewald Ave. SE (Salem)

Highway FAU 1520 & 1575(Madrona Ave.& Pringle Rd.)

County Marion

RDC:mk

cc: R. D. Church

1159

| TO BE COMPLETED BY FHWA | U.S. DEPARTMENT OF TRANSPORTATION<br>FEDERAL HIGHWAY ADMINISTRATION | ate<br>OREGON |
|---|---|---|
| MONTHLY TRANSACTION NUMBER<br>S-123 | | |
| PROJECT REPORT NUMBER | MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT | County<br>MARION |
| MODIFICATION NUMBER<br>1 | 7-25-80 | Project Number<br>BWM-1520(1) |

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on August 23, , 19 79 , is hereby modified as follows:

| | Former amount | Revised amount |
|---|---|---|
| Estimated total cost of project | $ 2,200 | $ 50,019 |
| Federal funds | $ 1,886 | $ 42,913 |
| Other revisions | | |

This modification is made for the following reasons: Adding construction phase.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 25th day of July , 1980 .

OREGON STATE HIGHWAY DIVISION
*(Official name of Highway Agency)*

By _____

Assistant State Highway Engineer
*(Title)*

XBy For: H. S. Coulter

State Highway Engineer
*(Title)*

By _____

*(Title)*

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By _____
*(Division Administrator)*

For: G. L. Green

Form PR-2A
(Rev. 10-75)

Previous editions are obsolete

Oregon State Highway Division
Salem, Oregon, July 21, 1980

Federal Aid Project
No. BWM-1520(1)

12th St. S.E.-Pringle Road (Salem)
Madrona Ave., City Street
Marion County

Project Agreement Estimate

Type Code P.E.

| | | | | |
|---|---|---|---|---|
| Preliminary Engineering | | All Required | | $ 2,200.00 |

Type Code Y051
Ped./Bikeway (Sta. 9+75 to Sta. 22+00)

| | | | | |
|---|---|---|---|---|
| Mobilization | (52%) | All Required | | $ 1,965.60 |
| Temporary Protection and Direction of Traffic | (52%) | All Required | | 728.00 |
| Temporary Signs | | 100 Sq.Ft. | 8.50 | 850.00 |
| Temporary Barricades | | 3 Each | 84.00 | 252.00 |
| Flagmen | | 84 Hour | 18.17 | 1,526.28 |
| Removal of Structures and Obstructions | (85%) | All Required | | 2,996.25 |
| Concrete Cutting | | 433 Lin.Ft. | 1.10 | 476.30 |
| Earthwork | (62%) | All Required | | 3,735.50 |
| Removal of Unstable Materials | | 175 Sq.Yd. | 4.84 | 847.00 |
| 3/4" - 0 Aggregate Base | | 360 Ton | 7.60 | 2,736.00 |
| 1-1/2" - 0 Aggregate Base | | 320 Ton | 7.60 | 2,432.00 |
| Class "C" Asphalt Concrete | | 195 Ton | 27.50 | 5,362.50 |
| 10-inch Sewer Pipe | | 410 Lin.Ft. | 11.06 | 4,534.60 |
| 12-inch Sewer Pipe | | 340 Lin.Ft. | 12.11 | 4,117.40 |
| 15-inch Sewer Pipe | | 159 Lin.Ft. | 15.46 | 2,458.14 |
| Concrete Inlets, Type 1 | | 4 Each | 385.00 | 1,540.00 |
| Concrete Cleanouts | | 1 Each | 385.00 | 385.00 |
| Concrete Driveways | | 20 Cu.Yd. | 120.00 | 2,400.00 |
| Concrete Curbs | | 1,200 Lin.Ft. | 1.55 | 1,860.00 |
| Adjusting Manholes | | 2 Each | 70.00 | 140.00 |
| Curb Painting | | 1,200 Lin.Ft. | 0.20 | 240.00 |
| | | Subtotal | | $41,582.57 |
| | | Engineering | | 6,236.43 |
| | | Total | | $47,819.00 |

Length of Project - - - - - 0.00 mi.

Oregon State Highway Division
Salem, Oregon, July 21, 1980

Federal Aid Project
No. BWM-1520(1)

Work Retained in Program Status
(not included in amounts below)

| | | |
|---|---|---|
| Bikeway Signs | All Required (69%) | $345.00 |

Summary of Funds (85.8%)

| Description | Total Cost | Federal Funds | State Funds | City Funds |
|---|---|---|---|---|
| Preliminary Engineering | $ 2,200 | $ 1,886 | $ 157 | $ 157 |
| Ped./Bikeway | 47,819 | 41,027 | 3,396 | 3,396 |
| Total | $50,019 | $42,913 | $3,553 | $3,553 |

Group 1 - 69% *
Contract No. 9159
Prefix 324-1932
Prefix 324-1046

*Transfer to Group 8 at Final Voucher time.

STATE COPY

OMB No. 04-R2089

| TO BE COMPLETED BY FHWA | U. S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION | State |
|---|---|---|
| MONTHLY TRANSACTION NO. | | Oregon |
| 8-176 | FEDERAL-AID PROJECT AGREEMENT | County: Marion |
| | | Project No.: BWR-1520(1) |

**The State, through its Highway Agency,** having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

City St., Madrona Ave. (Salem)

| PROJECT CLASSIFICATION OR PHASE OF WORK | EFFECTIVE DATE OF AUTHORIZATION | APPROXIMATE LENGTH *(Miles)* |
|---|---|---|
| HIGHWAY PLANNING AND RESEARCH (HP & R) | | |
| PRELIMINARY ENGINEERING | 2-2-79 | 0.23 |
| RIGHTS-OF-WAY | | |
| CONSTRUCTION | | |
| OTHER *(Specify)* | | |

FUNDS Pro rata 85.89

| ESTIMATED TOTAL COST OF PROJECT | FEDERAL FUNDS |
|---|---|
| $ 2,200.00 | $ 1,888.00 |

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
*(Official name of Highway Agency)*

By [signature]

Asst. State Highway Engineer
*(Title)*

By XX For: H. S. Coulter

State Highway Engineer
*(Title)*

By _____

_____
*(Title)*

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By [signature]
*(Division Administrator)*

For: R. L. Bryan

Date executed by Division Administrator JUN 13 1979

Form PR-2 (Rev. 10-75) PREVIOUS EDITIONS ARE OBSOLETE

## AGREEMENT PROVISIONS

**1. RESPONSIBILITY FOR WORK**

a. Except for projects constructed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

b. With regard to projects performed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in accordance with the terms of its approved Certification, or exceptions thereto as may have been approved by the Federal Highway Administration.

**2. HIGHWAY PLANNING AND RESEARCH (HP&R) PROJECT.** The State highway agency will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

**3. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY.** In the event that actual construction of a road on this right-of-way is not undertaken by the close of the tenth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

**4. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES.** In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

**5. INTERSTATE SYSTEM PROJECT.** (a) The State highway agency will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway agency will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway agency will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

**6. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT.** (a) This project authorized pursuant to 23 U.S.C. 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway agency, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 U.S.C. 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

**7. STAGE CONSTRUCTION.** The State highway agency agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHTO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation..

**8. BOND ISSUE PROJECT.** Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 U.S.C. 122, for retiring maturities of the principal indebtednesss of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by 23 CFR Part 140, Subpart F, and Volume 1, Chapter 4, Section 8 of the Federal-Aid Highway Program Manual or the alternative State procedure set forth in the State's Certificate, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway agency for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

**9. SPECIAL HIGHWAY PLANNING AND RESEARCH PROJECT.** The State Highway agency hereby authorizes the Federal Highway Administration to charge the State's pro rata share of costs incurred against funds apportioned to the State under 23 U.S.C. 307 (c), as amended. In the event a project is financed with both Federal-aid funds and State matching funds, the State agrees to advance to The Federal Highway Administration the State matching funds for its share of the estimated cost. For a National Pooled Fund study, the State hereby assigns its responsibility for the work to the Federal Highway Administration. For an Intra-Regional Cooperative Study, the State hereby assigns its responsibility for the work to the lead State for the study.

**10. PARKING REGULATION AND TRAFFIC CONTROL.** The State highway agency will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the local unit of Government referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration, unless the State determines, and the Division Administrator concurs, that the local unit of Government has a functioning traffic engineering unit with the demonstrated ability to apply and maintain sound traffic operations and control.

Gen. File

Oregon State Highway Division
Salem, OR August 17, 1979

Federal Aid Project
No. BWM-1520(1)

12th Street-Pringle Road (Salem) Section
City Street in Marion County

Project Agreement Estimate

Type Code PE
Preliminary Engineering

| | | |
|---|---|---|
| Preliminary Engineering | All Required | $ 2,200.00 |
| | Total | $ 2,200.00 |

Length of Project. . . . . 0.26 miles

SUMMARY OF FUNDS

| Description | Total Cost | Federal Funds | State Funds | City Funds |
|---|---|---|---|---|
| Preliminary Engineering | $ 2,200.00 | $ 1,886.00 | $157.00 | $157.00 |
| Retain in Program | | | | |
| Contract Work | 10,000.00 | 8,580.00 | 710.00 | 710.00 |
| Total | $12,200.00 | $10,466.00 | $867.00 | $867.00 |

Group 1 - 100%
Prefix 324-1932

STATE COPY

| TO BE COMPLETED BY FHWA | U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION | State |
|---|---|---|
| MONTHLY TRANSACTION NUMBER: S-122 | | OREGON |
| PROJECT REPORT NUMBER: | MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT | County: MARION |
| MODIFICATION NUMBER: 1 | | Project Number: BWM-1575(1) |

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on August 23, 1979, is hereby modified as follows:

| | Former amount | Revised amount |
|---|---|---|
| Estimated total cost of project | $ 2,000 | $ 21,857 |
| Federal funds | $ 1,716 | $ 18,754 |
| Other revisions | | |

This modification is made for the following reasons: Adding the construction phase.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 25th day of July, 1980.

OREGON STATE HIGHWAY DIVISION
*(Official name of Highway Agency)*

By _____

Assistant State Highway Engineer
*(Title)*

By XX For: H. S. Coulter

State Highway Engineer
*(Title)*

By _____

*(Title)*

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By _____
*(Division Administrator)*

For: G. L. Green

Form PR-2A
(Rev. 10 75)

Previous editions are obsolete

Oregon State Highway Division
Salem, Oregon, July 21, 1980

Federal Aid Project
No. BWM-1575(1)

Madrona Ave. S.E.-Ewald Ave. S.E. (Salem)
Pringle Road, City Street

Project Agreement Estimate

Type Code P.E.

| | | | | |
|---|---|---|---|---|
| Preliminary Engineering | | All Required | | $ 2,000.00 |

Type Code Y051
Ped./Bikeway (Sta. 0+30 to Sta. 11+50)

| | | | | |
|---|---|---|---|---|
| Mobilization | (48%) | All Required | | $ 1,814.40 |
| Temporary Protection and Direction of Traffic (48%) | (48%) | All Required | | 672.00 |
| Temporary Signs | | 91 Sq.Ft. | 8.50 | 773.50 |
| Temporary Barricades | | 3 Each | 84.00 | 252.00 |
| Flagmen | | 76 Hour | 18.17 | 1,380.92 |
| Removal of Structures and Obstructions (15%) | (15%) | All Required | | 528.75 |
| Concrete Cutting | | 80 Lin.Ft. | 1.10 | 88.00 |
| Earthwork (38%) | (38%) | All Required | | 2,289.50 |
| Removal of Unstable Materials | | 75 Sq.Yd. | 4.84 | 363.00 |
| 3/4" - 0 Aggregate Base | | 250 Ton | 7.60 | 1,900.00 |
| 1-1/2" - 0 Aggregate Base | | 220 Ton | 7.60 | 1,672.00 |
| Class "C" Asphalt Concrete | | 140 Ton | 27.50 | 3,850.00 |
| Concrete Curbs | | 922 Lin.Ft. | 1.55 | 1,429.10 |
| Adjusting Manholes | | 1 Each | 70.00 | 70.00 |
| Curb Painting | | 922 Lin.Ft. | 0.20 | 184.40 |
| | | Subtotal | | $ 17,267.57 |
| | | Engineering | | 2,589.43 |
| | | Total | | $ 19,857.00 |

Length of Project - - - - - 0.00 mi.

Work Retained in Program Status
(not included in amounts below)

| | | | | |
|---|---|---|---|---|
| Bikeway Signs (31%) | (31%) | All Required | | $ 155.00 |

Oregon State Highway Division
Salem, Oregon, July 21, 1980

Federal Aid Project
No. BWM-1575(1)

Summary of Funds (85.8%)

| Description | Total Cost | Federal Funds | State Funds | City Funds |
|---|---|---|---|---|
| Preliminary Engineering | $ 2,000 | $ 1,716 | $ 142 | $ 142 |
| Ped./Bideway | 19,857 | 17,038 | 1,410 | 1,410 |
| Total | $21,857 | $18,754 | $1,552 | $1,552 |

Group 2 - 31% *
Contract No. 9159
Prefix 324-1931
Prefix 324-1046

* Transfer to Group 8 at final Voucher time.

STATE COPY

OMB No. 04-R2089

| TO BE COMPLETED BY FHWA | U. S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION | State: Oregon |
|---|---|---|
| MONTHLY TRANSACTION NO. 8-177 | FEDERAL-AID PROJECT AGREEMENT | County: Marion |
| | | Project No.: BRM-1575(1) |

**The State, through its Highway Agency,** having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

City St., S.E. Pringle Road (Salem)

| PROJECT CLASSIFICATION OR PHASE OF WORK | EFFECTIVE DATE OF AUTHORIZATION | APPROXIMATE LENGTH *(Miles)* |
|---|---|---|
| HIGHWAY PLANNING AND RESEARCH (HP & R) | | |
| PRELIMINARY ENGINEERING | 8-23-79 | 0.23 |
| RIGHTS-OF-WAY | | |
| CONSTRUCTION | | |
| OTHER *(Specify)* | | |

FUNDS Pro rate 80.00

| ESTIMATED TOTAL COST OF PROJECT | FEDERAL FUNDS |
|---|---|
| $ 2,000.00 | $ 1,716.00 |

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

ORLGON STATE HIGHWAY DIVISION
*(Official name of Highway Agency)*

By [signature]

Asst. State Highway Engineer
*(Title)*

XX By For: H. S. Coulter

State Highway Engineer
*(Title)*

By

*(Title)*

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By [signature]
*(Division Administrator)*

For: G. L. Green

Date executed by Division Administrator AUG 23 1979

Form PR-2 (Rev. 10 75) PREVIOUS EDITIONS ARE OBSOLETE

## AGREEMENT PROVISIONS

**1. RESPONSIBILITY FOR WORK**

a. Except for projects constructed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

b. With regard to projects performed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in accordance with the terms of its approved Certification, or exceptions thereto as may have been approved by the Federal Highway Administration.

**2. HIGHWAY PLANNING AND RESEARCH (HP&R) PROJECT.** The State highway agency will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

**3. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY.** In the event that actual construction of a road on this right-of-way is not undertaken by the close of the tenth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

**4. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES.** In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

**5. INTERSTATE SYSTEM PROJECT.** (a) The State highway agency will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway agency will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway agency will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

**6. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT.** (a) This project authorized pursuant to 23 U.S.C. 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway agency, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 U.S.C. 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

**7. STAGE CONSTRUCTION.** The State highway agency agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHTO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation..

**8. BOND ISSUE PROJECT.** Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 U.S.C. 122, for retiring maturities of the principal indebtednesss of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by 23 CFR Part 140, Subpart F, and Volume 1, Chapter 4, Section 8 of the Federal-Aid Highway Program Manual or the alternative State procedure set forth in the State's Certificate, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway agency for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

**9. SPECIAL HIGHWAY PLANNING AND RESEARCH PROJECT.** The State Highway agency hereby authorizes the Federal Highway Administration to charge the State's pro rata share of costs incurred against funds apportioned to the State under 23 U.S.C. 307 (c), as amended. In the event a project is financed with both Federal-aid funds and State matching funds, the State agrees to advance to The Federal Highway Administration the State matching funds for its share of the estimated cost. For a National Pooled Fund study, the State hereby assigns its responsibility for the work to the Federal Highway Administration. For an Intra-Regional Cooperative Study, the State hereby assigns its responsibility for the work to the lead State for the study.

**10. PARKING REGULATION AND TRAFFIC CONTROL.** The State highway agency will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the local unit of Government referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration, unless the State determines, and the Division Administrator concurs, that the local unit of Government has a functioning traffic engineering unit with the demonstrated ability to apply and maintain sound traffic operations and control.

Gen. File

Oregon State Highway Division
Salem, OR August 17, 1979

Federal Aid Project
No. BWM-1575(1)

Madrona Ave.-Ewald Ave. (Salem) Section
City Street in Marion County

Project Agreement Estimate

Type Code
Preliminary Engineering

| | | |
|---|---|---|
| Preliminary Engineering | All Required | $2,000.00 |
| | Total | $2,000.00 |

Length of Project. . . . . 0.23 miles

SUMMARY OF FUNDS

| Description | Total Cost | Federal Funds | State Funds | City Funds |
|---|---|---|---|---|
| Preliminary Engineering | $ 2,000.00 | $ 1,716.00 | $ 142.00 | $ 142.00 |
| Retain in Program | | | | |
| Contract Work | 10,000.00 | 8,580.00 | 710.00 | 710.00 |
| Total | $12,000.00 | $10,296.00 | $ 852.00 | $ 852.00 |

Group 1 - 100%
Prefix 324-1931

June 27, 1980

COR 4

City of Salem
City Hall
Salem, Oregon 97301

Attn: Ronald J. Merry
Asst. Director of Public Works

Gentlemen:

On June 26, 1980 a satisfactory bid was received from Salem Road and Driveway, P.O. Box 603, Salem, Oregon 97308 for Madrona Avenue-Ewald Avenue, Pringle Road and 12th Street-Pringle Road, Madrona Avenue Sections, FAU 1575 and 1520. The advance deposit based on the anticipated construction cost of their bid is as follows:

| | |
|---|---|
| Bid Items | $58,650.14 |
| Bikeway Signs | $ 500.00 |
| 4 1/2% Contingencies | 2,670.76 |
| 10% Engineering | 5,936.01 (By City) |
| ESTIMATED TOTAL COST | $67,755.91 |

City's Advance Deposit:
6% of $62,020.00 = $3,721.25 or say $3,720.00.

This project will be awarded upon receipt of your advance deposit, which should be in this office no later than July 18, 1980.

The attached sheet defines the three options for making your advance deposit. Please select the option you desire and submit your advance deposit in accordance with the instructions.

Very truly yours,

G. E. Swan
Operation Programming Engineer

GEZ:pf

bcc w/AD # 790: Region 2 Federal Aid Engineer
Vern Skoog - Please return completed AD # 790 when check is received.

Section 12th St. SE. – Ewald Ave. SE (Salem) Sec. Programming Estimate $ _____

Highway City Streets (Madrona Ave. & Pringle) Project Length 0.47

County Marion Completion Time 75 calendar days

Kind of Work Grading and Paving Est. Comp. Date 10-10-80

Prefix 324-1932 / 324-1931 Letting Date June 26, 1980 Project No. BWM-1520(1) / BWM-1575(1)

## ESTIMATED CONSTRUCTION AUTHORIZATION

Estimated Contract Amount . . . . . $ 70,711 50

Anticipated Additional Items:

| | | |
|---|---|---|
| Royalty Payment | | |
| Permit Fees | | |
| Slide Correction | | |
| Railroad Protective Costs | | |
| Other Railroad Costs | | |
| Permanent Signing | | |
| Permanent Pavement Striping | | |
| Temporary Pavement Striping | | |
| Remove Pavement Striping (Exist. & Temp.) | | |
| Temporary Erosion Control | | |
| State Furnished _____ | | |
| Roadside Seeding & Mulching | | $ 500 |
| Asphalt Cement Adjustment | | |
| On the Job Trainees | | |
| State Responsibility for Damages | | |
| Signal Controller Testing (Engineering) | | |
| Bikeway Signs | 500 | |
| Furnish Mailbox Posts | | |
| Adjust Utilities: | | |
| _____ | | |
| _____ | | |
| _____ | | |
| _____ | | |
| _____ | | |

Subtotal $ 71,211 50

Contingencies (4-1/2%) . . . . . 3,204 52

Engineering (8, 9, (10%)) . . . . . 7,121 15

Subtotal $ 81,537 17

Credit for _____ . . . . . _____

Estimated Net Authorization, Construction . . . . . $ 81,537 17

APPROVED

_____

REGON STATE HIGHWAY DIVISION

SUMMARY--BID SCHEDULE--COST ESTIMATE

Sheet 1 of 1

Date 5/16/80

Section 12th st. SE - Ewald Ave. S.E. (Salem) Sec. Madrona Ave & Pringle

County Marion

Kind Of Work Grading and Paving Length .047 Name B. Bergstedt

5-20-80

| No | Item | Code | Unit | Quant. | Unit Cost | Total |
|---|---|---|---|---|---|---|
| | Mobilization | | All | All | (8%) | 5,200.00 |
| | Temporary Protection and Direction of Traffic | | All | All | — | 2,300.00 |
| | Temporary Signs | | Sq. Ft. | 191 | 6.00 | 1,146.00 |
| | Temporary Barricades | | Each | 6 | 125.00 | 750.00 |
| | Flagmen | | Hour | 160 | 20.00 | 3,200.00 |
| | Roadwork | | | | | |
| | Removal of Structures and Obstructions | | All | All | — | 1000.00 |
| | Concrete Cutting | | Lin. Ft. | 513 | 5.00 | 2,565.00 |
| | Earthwork | | All | All | — | 6,000.00 |
| | Removal of Unstable Materials | | Sq. Yd. | 250 | 4.00 | 1,000.00 |
| | 3/4"-0 Aggregate Base | | Ton | 610 | 10.00 | 6,100.00 |
| | 1 1/2"-0 Aggregate Base | | Ton | 540 | 10.00 | 5,400.00 |
| | Class "C" Asphalt Concrete | | Ton | 335 | 30.00 | 10,050.00 |
| | 10-inch Sewer Pipe | | Lin. Ft. | 410 | 10.00 | 4,100.00 |
| | 12-inch Sewer Pipe | | Lin. Ft. | 340 | 16.00 | 5,440.00 |
| | 15-inch Sewer Pipe | | Lin. Ft. | 159 | 17.00 | 2,703.00 |
| | Concrete Inlets, Type I | | Each | 4 | 600.00 | 2,400.00 |
| | Concrete Cleanouts | | Each | 1 | 250.00 | 250.00 |
| | Concrete Driveways | | Cu. Yd. | 20 | 120.00 | 2,400.00 |
| | Concrete Curbs | | Lin. Ft. | 2122 | 1.75 | 3,713.50 |
| | Adjusting Manholes | | Each | 3 | 250.00 | 750.00 |
| | Curb Painting | | Lin. Ft. | 2122 | 2.00 | 4,244.00 |

1520

Narrative Report

5-15-80

rringle-Madrona Pedestrian Path

JUNE 26 BID LETTING

This report covers the location of both the pedestrian path along Pringle Road from Ewald Avenue to Madrona Avenue (324-1931) and the path along Madrona Avenue from Pringle Road to 12th Street (324-1932), as requested by the Morningside Neighborhood Organization.

Station 0+00 starts at a point which is on the West right-of-way line of Pringle Road for the Madrona Avenue stationing running westerly to 12th Street. 0+00 starts on the north right-of-way line of Madrona Avenue and runs southerly to Ewald Avenue for stationing along Pringle Road.

The alignment of the 9 foot Bike-Pedway will be along the east side of the pavement on Pringle Road and along the South side of the pavement on Madrona Avenue. The reasoning used in placing the pedestrian path on the east side of Pringle was that most of the children who now walk along Pringle Road use the east side of the road since a greater number of them live east than west of Pringle Road. This would allow them to cross at the controlled intersection of Madrona Avenue and Pringle Road on their way to school at Madrona and 12th Street, instead of crossing in the middle of Pringle Road to get to a path on the west side of the street. The south side was chosen for the location of the path along Madrona because:

1) It requires only one street crossing from the Pringle path (the north side would require two).

2) More of the potential users live south of Madrona Avenue than north.

3) Morningside School is on the south side of Madrona Avenue.

Furthermore, the Morningside Neighborhood Group recommended these alignments as their choice.

Right-of-way:

No additional right-of-way beyond the existing 60 feet will be required.

Cross Section:

1) Madrona Avenue - Slope was changed from original design of Positive 2% to the present Negative 2% to avoid excessive driveway reconstruction.

2) Pringle Road - Slope was left a Positive 2% slope to facilitate existing cross drainage of Pringle Road and to drain new Bike-Pedway.

Drainage:

There is no need to realign the ditch since the new pavement does not extend to the ditch. The plan map shows the needed storm drainage which intercepts drainage from steeply sloped properties south of Bike-Pedway on Madrona Avenue and Bike-Pedway inclusive.

Catch Basins:

Required to intercept drainage of Madrona Avenue Bike-Pedway, surrounding properties and at the intersection of the southwest corner of Madrona Avenue and Pringle Road.

Surfacing:

The proposed cross section for the 9 foot addition is shown on the typical section quantities sheet. This standard cross section is to be used for Bike-Pedway traffic only, not as a street.

Utilities:

Preliminary contact with the utilities has been made. A reply from Viacom states no conflict with plans, and as yet no other response has been received.

Signing:

Parking has been eliminated on the south side of Madrona and on the east side of Pringle. Signs will be installed by the City after construction. It may also be desirable to put up "caution" sign on Pringle due to the steepness of the grade in this area.

Trapezoidal Curb:

Needed to separate Bike-Pedway traffic from opposing vehicular traffic.

Painting:

Curb painting is to be done on this contract.

Driveway Reconstruction:

Designed reconstruction of driveways as close to existing slopes as possible and to facilitate the least amount of reconstruction as possible.

CITY
OF SALEM,
OREGON
City Hall / 555 Liberty St. S.E.
Zip Code 97301
Department of Utilities/Public Works

April 11, 1980

Mr. Loran Weber
Regional Location Engineer
East Salem HIghway Building
2960 State Street
Salem, OR 97310

Dear Mr. Weber:

RE: Your Projects BWM-1520 (1) & BWM-1575 (1)
Our Projects 770306 & 770307
Madrona Bike Paths 12th to Pringle (FAU 1520) and
Pringle Bike Paths Madrona to Ewald (FAU 1575)

We are transmitting herewith one (1) title sheet, one (1) typical section and quantities sheet, one (1) standard drawing sheet and two (2) plan and profile sheets on these projects.

These plans have been revised in accordance with previous comments from your office concerning pavement widths, curbs, and drainage.

Would you please schedule these projects for an early letting and advise us (by phone) of the proposed letting date?

5-16-80
June 26 Bid letting
(Evans will notify)

Sincerely,

DEPARTMENT OF PUBLIC WORKS

Donald V. MacFadden

Donald V. MacFadden
Chief Design Engineer

DVM/jp

cc: Lou McNicoll
B.T. Van Wormer
Arlan Schendel

| No | ITEM | UNIT | QUANTITY | UNIT PRICE (IN FIGURES) | TOTAL (IN FIGURES) |
|---|---|---|---|---|---|
| | PRINGLE RD SECTION | | | | |
| 1. | MOBILIZATION | LUMP SUM | ALL | LUMP SUM | $2305.00 |
| 2. | TEMPORARY PROTECTION AND DIRECTION OF TRAFFIC | LUMP SUM | ALL | LUMP SUM | $1100.00 |
| 3. | TEMP BARRICADES | EACH | 3 | 100.00 | $300.00 |
| 4. | TEMP SIGNS | SQ FT | 91 | 6.00 | $546.00 |
| 5. | FLAGMEN | HRS | 76 | 18.00 | $1368.00 |
| | ROADWORK | | | | |
| 6. | EXCAVATION: PEDWAY & DRIVEWAY | CU. YD. | 140 | 7.66 | 1072.40 |
| 7. | REMOVAL AND REPLACEMENT OF UNSUITABLE MATERIALS | SQ FT | 630 | .60 | 378.00 |
| 8. | ¾"-0 AGG. BASE - PEDWAY & ROADWAY | TON | 220 | 10.00 | 2200.00 |
| 9. | ¾"-0 AGG. BASE - DRIVEWAY ADJ. | TON | 18 | 10 | 180.00 |
| 10. | 1½"-0 AGG. BASE - ROADWAY SEC. | TON | 175 | 10 | 1750 |
| 11 | CLASS "C" A.C. FOR PEDWAY & ROADWAY | TON | 125 | 30.00 | 3750.00 |
| 12 | CLASS "C" A.C. FOR DRIVE. ADJ. | TON | 5.0 | 30.00 | 150.00 |
| 13. | SAW CUT A.C. ROADWAY | LIN FT | 80 | .83 | 66.40 |
| 14 | EXTRUDED P.C. CONC. CURB | LIN. FT | 922 | 2.90 | 2673.80 |
| 15 | MANHOLE ADJUSTMENT | EA. | 1 | 160.00 | 160.00 |
| 16 | PAINT EXTRUDED P.C.C. CURB (WHITE) | LIN. FT. | 922 | .27 | 248.94 |
| | SUBTOTAL | | | | 18,245.54 |
| | CONTINGENCIES (12%) | | | | 2189.71 |
| | ENGINEERING | | | | 2888.75 |
| | TOTAL | | | | 23,322.00 |

| No. | ITEM | UNIT | QUANTITY | UNIT PRICE (IN FIGURES) | TOTAL (IN FIGURES) |
|---|---|---|---|---|---|
| | NORMA AVE SECTION | | | | |
| 1 | MOBILIZATION | LUMP SUM | ALL | LUMP SUM | 2300.00 |
| 2 | TEMPORARY PROTECTION AND DIRECTION OF TRAFFIC | LUMP SUM | ALL | LUMP SUM | 1100.00 |
| 3 | TEMP. BARRICADES | EACH | 3 | 100.00 | 300.00 |
| 4 | TEMP. SIGNS | SQ FT | 100.00 | 6.00 | 600.00 |
| 5 | FLAGMEN | HRS | 84 | 18.00 | 1512.00 |
| | ROAD WORK | | | | |
| 6. | EXCAVATION ROADWAY & DRIVEWAYS | CU YD | 228 | 7.66 | 1746.48 |
| 7. | REMOVAL AND REPLACEMENT OF DISSIMILAR MATERIALS | SQ FT | 1620 | .60 | 972.00 |
| 8. | 3/4"-0 AGG. BASE - ROADWAY & ROADWAY | TON | 310 | 10.00 | 3100.00 |
| 9. | 3/4"-0 AGG. BASE - DRIVEWAY ADJ. | TON | 13 | 10.00 | 130.00 |
| 10. | 1 1/2"-0 AGG BASE. ROADWAY & ROADWAY | TON | 255 | 10.00 | 2550.00 |
| 11. | CLASS "C" A.C. (ROADWAY AND ROADWAY) | TON | 170 | 30.00 | 5100.00 |
| 12. | CLASS "C" A.C. (DRIVEWAY REPLACEMENT) | TON | 5.00 | 30.00 | 150.00 |
| 13. | SAW CUT AC. D.W's & ROADWAY | LF | 323 | .83 | 268.09 |
| 14. | SAW CUT P.C. CONC. D.W.'s | LF | 110 | 2.16 | 237.60 |
| 15. | CONC. D.W. REPLACEMENT | CY | 20 | 150.00 | 3000.00 |
| 16. | CONC. M.H. ADJ. | EACH | 2 | 160.00 | 320.00 |
| 17. | CONST. TYPE 1 CATCH BASIN | EACH | 4 | 300.00 | 1200.00 |
| 18. | CONST. C.O. | EACH | 1 | 300.00 | 300.00 |

| ITEM NO. | ITEM | UNIT | QUANTITY | UNIT PRICE (IN FIGURES) | TOTAL (IN FIGURES) |
|---|---|---|---|---|---|
| 19. | EXTRUDED CONC. CURB | LIN FT | 1200 | 2.90 | 3480.00 |
| 20. | 10" CLASS 2 CONC S.D. PIPE | LIN FT | 410 | 12.19 | 4997.90 |
| 21. | 12" CLASS 2 CONC. S.D. PIPE | LIN FT | 340 | 13.39 | 4552.60 |
| 22. | 15" CLASS 2 CONC. S.D. PIPE | LIN FT | 159 | 15.33 | 2437.47 |
| 23 | REMOVAL OF EXIST 12" S.D | LUMP SUM | ALL | LUMP SUM | 500.00 |
| 24 | PAINT EXTRUDED P.C.C. CURB (WHITE) | LIN FT | 1200 | .27 | 324.00 |
| | SUBTOTAL | | | | 41,178.14 |
| | CONTINGENCIES (12%) | | | | 4941.11 |
| | ENGINEERING | | | | 5430.75 |
| | TOTAL | | | | 51,550.00 |

7 May 82

To Whom it may concern

From Donald E Shaffer, Bicycle Route Engineer

Subject: 12th St - Ewald Ave Ext.
Madrona Ave & Pringle Rd
Marin County

The placing of bicycle/pedestrian facilities on one side of the road separated by a curb from motor vehicle traffic is not a good design. I would still prefer shoulder bikeways and wish to remain on record as such.

At this point I will be content to have my objection on file and not say anymore about the project.

FORM 81.734.3030

# OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Salem, Oregon

October 13, 1978

FILE:

FROM: Rod Henry, Assistant
Right of Way Manager

TO: D. H. Moehring, Manager
Project Management

SUBJECT: Right of Way Certification
F. A. Projects
Bid Opening November 16, 1978

Federal-aid Project No. BWM-1575(1)

Federal-aid Project Name Madrona Ave.-Ewald Ave. (Salem)

Highway No. 724

I certify that to the best of my knowledge the following statements, as checked, are correct with regard to the right of way and relocation for this project:

[X] No additional right of way was acquired. Construction can be accomplished within the existing right of way.

[ ] Right of way was acquired in accordance with current FHWA directives covering acquisition of real property and with the relocation provisions of FHPM 7-5. The State has legal and physical possession or has a right to occupy and use all right of way. Occupants have vacated all residential, commercial and farm buildings.

* * * * *

[ ] There are no individuals or families to be displaced from residential improvements.

[ ] All individuals and families have been relocated to decent, safe, and sanitary housing, or the State has made available to relocatees adequate replacement housing in accordance with the provisions of current FHWA directives.

RJH:jk
cc: E. S. Hunter
V. E. Skoog
J. H. Versteeg
Duane Ridings
F. C. Lowe

FORM 81-734-3030

# OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Salem, Oregon

October 13, 1978

FILE:

FROM: Rod Henry, Assistant
Right of Way Manager

SUBJECT: Right of Way Certification
F. A. Projects
Bid Opening November 16, 1978

TO: D. H. Moehring, Manager
Project Management

Federal-aid Project No. BWM-1520(1)

Federal-aid Project Name 12th St.-Pringle Rd. (Salem)

Highway No. 724

I certify that to the best of my knowledge the following statements, as checked, are correct with regard to the right of way and relocation for this project:

[X] No additional right of way was acquired. Construction can be accomplished within the existing right of way.

[ ] Right of way was acquired in accordance with current FHWA directives covering acquisition of real property and with the relocation provisions of FHPM 7-5. The State has legal and physical possession or has a right to occupy and use all right of way. Occupants have vacated all residential, commercial and farm buildings.

* * * * *

[ ] There are no individuals or families to be displaced from residential improvements.

[ ] All individuals and families have been relocated to decent, safe, and sanitary housing, or the State has made available to relocatees adequate replacement housing in accordance with the provisions of current FHWA directives.

Rod Henry

RJH:jk
cc: E. S. Hunter
V. E. Skoog
J. H. Versteeg
Duane Ridings
F. C. Lowe

8-28-78

Money is OK but City won't Sign plans.
Phil Stearns to tell Art Brummitt on 8-25 to pull the job.
Notified Gwinn.

12th St. - Pringle Rd. (Salem) FAUS
&
Madrona Ave. - Ewald Ave. (Salem) FAUS

8-29-78

PHIL SAYS CITY MAY WANT TO CANCEL
RESCHEDULE FOR — PHIL WILL Let us know Sept. 8.

6th, 8th, Fairview & Smith Sts (Harrisburg) OS

3-28-78

Susan says these projects are not going to make Sept letting. She wants to know when he should reschedule for.

cc Reynoldson
Zelmer

} Please advise me including why project not making Sept letting

Jerry

Section 12th St SE - Ewell Ave SE (Sob.) Programming Estimate $ _____

Highway Madrona Ave & Jungle Rd Project Length 0.44 Miles

County Marion Completion Time 40 Cal. Days

Kind of Work Grade & Pave

Prefix 324 - 1932 (FAU 1520) / 1931 (FAU 1575) FA Project No. BWM-1520(1) / BWM-1575(1)

## ESTIMATED CONSTRUCTION AUTHORIZATION

Estimated Contract Amount $ 28,203.50

Anticipated Additional Items:

| | | |
|---|---|---|
| Royalty Payment | | |
| Building Permit Fees | | |
| Slide Correction | | |
| Railroad Protective Costs | | |
| Other Railroad Costs | | |
| Permanent Signing | | |
| Permanent Pavement Striping | 500.00 | |
| Temporary Pavement Striping | | |
| Remove Pavement Striping (Exist. & Temp.) | | |
| Temporary Erosion Control | | |
| State Furnished _____ | | |
| Install Water Meter | | $ 500.00 |
| Furnish Water | | |
| Laboratory Fees | | |
| On the Job Trainees | | |
| State Responsibility for Damages | | |
| Signal Controller Testing | | |
| Bikeway Signs | | |
| Furnish Mail Box Posts | | |
| Adjust Utilities _____ | | |
| _____ | | |
| _____ | | |
| _____ | | |
| Misc. Permit Fees _____ | | |
| _____ | | |

| | |
|---|---|
| | $ 28703.50 |
| Contingencies (4-1/2%) | 1291.66 |
| Engineering ( 10 %) | 2870.35 |
| SUBTOTAL | $ |
| Credit for _____ | |
| Estimated Net Authorization, Construction | $ 32,865.00 |

APPROVED

_____
Road Design Engineer

8-11-78
Stearns checking increased estimate w/City, as requested by Christensen & will respond to him.

OREGON STATE HIGHWAY DIVISION

MARY--BID SCHEDULE--COST ESTIM.

Sheet 1 of 1

Date 8-10-78

Section 12th St SE - Ewald Ave SE (Salem)

County Marion

Kind Of Work Grade & Pave

Length 2300'

Name Sullivan

| No | Item | Code | Unit | Quant. | Unit Cost | Total |
|---|---|---|---|---|---|---|
| | Mobilization (8%) | | Lump Sum | All | | 2000 00 |
| | Temporary Direction & Protection of Traffic (4½%) | | | | | 2300 00 |
| | Temporary Signs | | sq. ft. | 191 | 6 00 | 1146 00 |
| | Temporary Barricades | | Ea | 6 | 125 00 | 750 00 |
| | Flagman "A" | | hours | 160 | 18 00 | 2880 00 |
| | ROADWORK | | | | | |
| | Earthwork (585 c.y.) | | Lump Sum | All | — | 4400 00 |
| | Coarse Aggregate Base | | Ton | 680 | 10 50 | 7140 00 |
| | 3/4"-0 Aggregate Base | | Ton | 125 | 11 50 | 1437 50 |
| | Class "B" Asphaltic Concrete | | Ton | 210 | 25 00 | 5250 00 |
| | Adjusting Manholes | | Each | 2 | 200 00 | 400 00 |
| | Adjusting Inlets | | Each | 2 | 250 00 | 500 00 |
| | | | | | | 25 20 50 |
| | Contract Items (1) thru (9) | | | | | |
| | No Bid Items | | | | | |

RECEIVED 7-14-78
Z 1575

Narrative Report

**Pringle-Madrona Pedestrian Path**

This report covers the location of both the pedestrian path along Pringle Street from Ewald Street to Madrona Street and the path along Madrona Street from Pringle Street to 12th Street.

Station 0+00 starts at a point which is on the West right-of-way line of Pringle Street for the Madrona Street stationing running westerly to 12th Street. 0+00 starts on the north right-of-way line of Madrona Street and runs southerly to Ewald Street for stationing along Pringle Street.

The alignment of the 6 foot pedestrian paths will be along the east side of the pavement on Pringle Street and along the South side of the pavement on Madrona Street. The reasoning used in placing the pedestrian path on the east side of Pringle was that most of the children who now walk along Pringle Street use the east side of the street since a greater number of them live east than west of Pringle Street. This would allow them to cross at the controlled intersection of Madrona and Pringle Streets on their way to school at Madrona and 12th Streets, instead of crossing in the middle of Pringle Street to get to a path on the west side of the street. The south side was chosen for the location of the path along Madrona because:

1.) It requires only one street crossing from the Pringle path (the north side would require two).

2.) More of the potential user live south of Madrona Street than north.

3.) Morningside School is on the south side of Madrona Street.

Furthermore, the Morningside Neighborhood Group recommended these alignments as their choice.

Right-of-way:

No additional right-of-way beyond the existing 60 feet will be required.

Survey:

Horizontal and vertical survey notes are attached.

Cross Section:

The standard cross section for the City of Salem is a parabolic-crown. the slope on the pedestrian path shown on both is a close approximation of the slope that would exist in a similar portion of a standard 34 feet wide street. This allows for future use as a street widening and still provides safe use by pedestrians.

Excavation:

Attached is a copy of all existing and proposed cross section at the appropriate edges of pavement. Planimeter measurements are shown at every 50 interval. There is no need to realign the ditch since the new pavement does not extend to the ditch. The plan map shows the need to move two catch basins and a manhole which have been listed separtely on the cost sheet.

Surfacing:

The proposedcross section for the 6 foot addition is shown on the plan-profile sheets. This is the standard cross section used in local city streets throughout Salem.

Utilities:

Preliminary contact with the utilities has been made. A copy of the form letter used is attached. As yet no response has been received.

Signing:

Parking has been eliminated on the south side of Madrona and on the east side of Pringle. Signs will be installed by the city after construction. It may also be desirable to put up "caution" sign on Pringle due to the steepness of the grade in this area.

Striping:

Pavement striping is to be done by the City of Salem.

# COST ESTIMATE - PRINGLE PEDESTRIAN PATH

| | | UNIT | QUANTITY | UNIT PRICE | AMOUNT |
|---|---|---|---|---|---|
| 1. | Clearing and Grubbing | L.S. | All Req'd | $1,500.00 | $1,500.00 |
| 2. | Excavation | C.Y. | 243 | 6.50 | 1,579.50 |
| 3. | Base Course 1 1/2"-0" | Tons | 299 | 5.50 | 1,644.50 |
| 4. | Leveling Course 3/4"-0" | Tons | 60 | 6.50 | 390.00 |
| 5. | A.C. Pavement Class "B" | Tons | 100 | 19.00 | 1,900.00 |
| 6. | Adjust Manhole | EA | 1 | 200.00 | 200.00 |
| | Sub-Total | | | | $ 7,214.00 |
| | Engineering | | | | 1,000.00 |
| | Advertising | | | | 300.00 |
| | Sub-Total | | | | $8,514.00 |
| | Supervision | | | | 850.00 |
| | Sub-Total | | | | $9,364.00 |
| | Contingencies | | | | 436.00 |
| | Total | L.F | 1075 | 9.12 | $9,800.00 |
| | 7% CITY COSTS | | | | $ 686.00 |

TO: NORTHWEST NATURAL GAS COMPANY
3123 Broadway Street, NE
Salem, Oregon 97303

PORTLAND GENERAL ELECTRIC COMPANY
P. O. Box 191
Salem, Oregon 97308

PACIFIC NORTHWEST BELL
700 State Street
Salem, Oregon 97301

SALEM ELECTRIC
633 7th Street NW
Salem, Oregon 97304

VIACOM CABLEVISION
5048 River Road, N.
Salem, Oregon 97303

Gentlemen:

Re: Proposed Street Improvement

Attached is a map showing the location of a proposed street improvement. Please provide the location and depth of your existing and proposed facilities. You may either draw the location on the attached map or provide prints of your maps. Also advise us if you are aware of any conflicts with other lines, special protection needed during construction, etc.

Please analyze your existing and future needs in this area and redesign as necessary. It is against the City Council policy to issue utility permits for cutting pavement that is less then three (3) years old.

When our design is developed sufficiently, we may schedule a pre-design conference to discuss and combine our designs.

Project Engineer: Dennis Gathard Phone: 588-6211

Proposed Improvement: 6'

Right-of-way width: 60'

Sidewalks: 6' additional pavement on southside of Madrona & East side of Pringle

Extimated start of street construction: _____

Very truly yours,

Donald V. MacFadden

Donald MacFadden, P.E.
Chief Design Engineer

Enclosure

cc: Traffic Division
Street Superintendent
Parks Department
City Engineer
Richard Walton, Chief Design Engineer
Donald MacFadden, Chief Design Engineer

STATE OF OREGON
HIGHWAY DIVISION - ODOT

INTEROFFICE MEMO

TO: F I L E

DATE: June 24, 1980

FROM: H. S. Coulter
State Highway Engineer

SUBJECT: Footpaths and Bicycle Trails
June 26, 1980 Bid Letting

This is an informational report to document the Highway Division's action taken with regard to establishing footpaths and bicycle trails as set forth in ORS 366.514. Bids will be opened June 26, 1980, on the following projects:

1. Columbia River (Astoria) Bridge
   Oregon Coast Highway
   Clatsop County
   Painting

   Footpaths or bicycle trails are not incorporated in this section as no new highway construction, reconstruction or relocation is involved.

2. Bachelor Rock Production
   Century Drive Highway
   Deschutes County
   Aggregate Crushing

   Same as No. 1.

3. Coast Fork Willamette River Bridge
   Willamette Highway
   Lane County
   Painting

   Same as No. 1.

4. Pacific Highway East @ 'D' Street (Hubbard)
   Marion County
   Traffic Signals

   Same as No. 1.

5. Sandy Boulevard @ 50th and 70th Avenues (Portland)
   Multnomah County
   Traffic Signals

   Same as No. 1.

Contains
Recycled
Materials

6. Oregon Coast Highway @ 4th Street (Tillamook)
   Tillamook County
   Traffic Signals

   Same as No. 1.

7. Coquille and Myrtle Point Pavement Marking
   City Streets
   Coos County
   Pavement Marking

   Same as No. 1.

8. Libby Drive-Tarheel Creek
   FAS A429
   Coos County
   Paving

   Twenty-four-foot roadway with three-foot aggregate shoulders

   Footpaths and bicycle trails will not be established under this project as per ORS Chapter 366, Section 2, subsection 2(b), which states, "footpaths and trails are not required to be established . . . if the cost of establishing such paths and trails would be excessively disproportionate to the need or probable use."

9. N.W. Dorian Drive-N.W. Verde Drive (Ontario)
   N.W. 4th Avenue
   Malheur County
   Grading and Paving

   Two twelve-foot travel lanes, two ten-foot parking lanes. Four-and-one-half-foot sidewalks being constructed for pedestrian and bicycle traffic.

10. 12th Street S.E.-Ewald Avenue S.E. (Salem)
    Madrona Avenue and Pringle Road
    Marion County
    Grading and Paving

    Six-foot pedestrian-bikeway and extruded curb to be constructed on one side of Madrona Avenue and Pringle Road.

11. Boardman (N. Main Street)
    Morrow County
    Paving

    Eleven-foot travel lanes with ten-foot shoulders available for pedestrian and bicycle use.

Footpaths and bicycle trails will not be established under this project as per ORS Chapter 366, Section 2, subsection 2(c), which states, "footpaths and trails are not required to be established . . . where sparsity of population, other available ways or other factors indicate an absence of any need for such paths and trails."

12. Arterial Street Overlay (Portland)
City Streets
Multnomah County

Same as No. 1.

13. Hayden Island-N.E. Broadway Street (Portland)
Pacific Highway
Multnomah County
Paving and Signals

Interchange Improvement. Six-foot sidewalks for pedestrian and bicycle use to be constructed or revised at Jantzen Beach Interchange. Other locations, same as No. 11.

14. Multnomah County Pavement Marking No. 2
County Roads
Multnomah County
Pavement Marking

Same as No. 1.

15. Troutdale-Sandy River Bridge
Crown Point Highway
Multnomah County
Paving

Twelve-foot travel lanes with a six-foot pedestrian-bikeways on both sides.

16. Catherine Creek (Wilkinson Road) Bridge
County Road
Union County
Structure.

Twenty-seven-foot, six-inch roadway on structure.

Same as No. 11.

17. Walker Road at Cedar Hills Blvd. (Beaverton)
Washington County
Traffic Signals.

Interchange improvement. Existing sidewalks and bikeway being reconstructed in kind.

18. N.E. Columbia Blvd.-N.E. Weidler Street (Unit 3)
Pacific Highway East
Multnomah County
Grading and Paving

Six-foot-six-inch sidewalks to be constructed or existing sidewalks matched. Pedestrian median islands and curb cuts being constructed.

RPS:ge

cc: E. S. Hunter
D. G. Talbot
L. E. George
F. E. Terpin
George Bell
Don Harwell

Salem

# Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

ROBERT W. STRAUB
GOVERNOR

Mr. Ralph Hanley
City Manager
Salem City Hall
Salem OR 97301

October 16, 1978

Vantieg
Christensen
Turpin
Sullivan
Scott
Anderson

RECEIVED
OCT 20 1978
ENGINEERING SECTION

Troutman
Do Not File
Return To
Log Up
Action

Dear Mr. Hanley:

Chuck Stevens tells me that pedestrian/bikeways separated from the travel lanes by extruded curbs are being considered on **Pringle and Madrona.**

We feel that the space needed to provide for a two-way bikeway, a curb, and needed 'shy' distance between the travel lane and the curb could be better utilized to provide shoulder areas on both sides of the road.

Two-way bikeways on one side require a crossing movement at each end for the bicyclist going against traffic.

The curb provides an unnecessary hazard to the motoring public.

Foreign material tends to collect adjacent to the curb making much of the path unusable.

We have discussed the concept with the State Advisory Committee on Bicycles and find them in complete agreement with us.

We constructed a 9-foot-wide bikeway, separated from traffic by a curb, for six miles along SE Powell Boulevard in Portland. This has created enough problems and complaints that we are contemplating the removal of the curb and the restriping of the highway at considerable expense.

The state recommends that you either widen the pavement equally on both sides or widen on one side and restripe to provide equal shoulders on both sides, whichever is more economical.

Very truly yours,

Donald E. Shaffer
Bicycle Route Engineer

cc Doug VanDyke
Chuck Stevens
Dick Arnold, FHWA
Ruth Bascom
C.O. Fredrickson

REGION 2 ENGINEER
RECEIVED
OCT 17 19
RME RTE
ULE GEO RSO ENV

OREGON STATE HIGHWAY DIVISION
117 DOT Building
Salem, Oregon 97310

Attention: Right-of-Way Section

724

Subject: Federal Aid Project No. M-1575(1)
Project Name Madrona Ave. - Ewald Ave. Section

Regarding the above referred to federal aid project, we hereby certify that to the best of our knowledge and belief:

A. Existing Right-of-Way

☒ 1. All construction can be accomplished completely within the existing right-of-way. This existing right-of-way was acquired prior to January 2, 1971.

B. New Right-of-Way

☐ 1. This project required additional right-of-way purchased after January 2, 1971. Right-of-way, easements, or rights-of-entry required for this project have been secured in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, and all incidental charges related to the transfer of property will be paid by the city in accordance with said Act.

☐ a. There has been no displacement of persons from residences, farms or businesses.

OR

☐ b. There has been displacement of persons from either residences, farms or businesses and in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, displaced persons, businesses, or farm operations have been provided relocation payments, if eligible, and relocation assistance. Displaced individuals or families have been relocated to decent, safe and sanitary housing or have been offered decent, safe, sanitary and fair housing immediately available on the open market.

C. Utilities

☒ 1. The occupancy and/or adjustment of existing utilities within the right-of-way of the above referred to federal aid project have been authorized by permit, franchise, or other approved procedure.

Signed at [illegible], Oregon, this 13 day of [illegible], 19[illegible]

City of Salem

Certified By:

Regional Right-of-Way Supervisor
Date 5/27/76

Mayor

Patricia Waeber
Deputy City Recorder

Instructions: Complete A or B and C.
R/W File No. _____
Rev. 1/76

OREGON STATE HIGHWAY DIVISION
117 DOT Building
Salem, Oregon 97310

Attention: Right-of-Way Section

Subject: Federal Aid Project No. BWM 1520(1) 72-1
Project Name 12th Street - Pringle Road Section

Regarding the above referred to federal aid project, we hereby certify that to the best of our knowledge and belief:

A. Existing Right-of-Way

☒ 1. All construction can be accomplished completely within the existing right-of-way. This existing right-of-way was acquired prior to January 2, 1971.

B. New Right-of-Way

☐ 1. This project required additional right-of-way purchased after January 2, 1971. Right-of-way, easements, or rights-of-entry required for this project have been secured in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, and all incidental charges related to the transfer of property will be paid by the city in accordance with said Act.

☐ a. There has been no displacement of persons from residences, farms or businesses.

OR

☐ b. There has been displacement of persons from either residences, farms or businesses and in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, displaced persons, businesses, or farm operations have been provided relocation payments, if eligible, and relocation assistance. Displaced individuals or families have been relocated to decent, safe and sanitary housing or have been offered decent, safe, sanitary and fair housing immediately available on the open market.

C. Utilities

☒ 1. The occupancy and/or adjustment of existing utilities within the right-of-way of the above referred to federal aid project have been authorized by permit, franchise, or other approved procedure.

Signed at Salem, Oregon, this 23 day of June, 19 72

City of Salem

Certified By:

Regional Right-of-Way Supervisor
Date 6/26/72

Mayor

Patricia Wolfe
Deputy City Recorder

Instructions: Complete A or B and C.
R/W File No. _____
Rev. 1/76

U. S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

**LETTER OF APPROVAL AND/OR AUTHORIZATION**

FEDERAL AID PROJECT NO.
BWM-1520(1) & BWM-1575(1)

TE PROJECT NO.
See below

FROM:
G. L. Green, Division Administrator
FHWA - Oregon Division

PROGRAM NO.

ITEM NO.
80140 - 80139

COUNTY NAME
Marion

PROGRAM STAGE (Check)

RECEIVED
STATE HWY ENGR
JUN 10 '80
REFER TO
FOR
Info | Invest | R/D | D/R | San. | Art | File

TO:

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

6110
ORE

| DATE PS&E APPROVED | DATE AUTHORIZATION EFFECTIVE | FEDERAL ROUTE NUMBER |
|---|---|---|
| 6/4/80 | 6/4/80 | FAU 1520 and 1575 |
| | | STATE ROUTE NUMBER: City Street |

GENERAL LOCATION:

12th Street SE - Ewald Avenue SE (Salem) Section (Madrona Avenue - Pringle Road)

GENERAL DESCRIPTION OF WORK:

Grading and paving

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

- ☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
- ☐ PRELIMINARY ENGINEERING FOR SURVEY AND PLAN PREPARATION
- ☐ OTHER (Specify)
- ☐ ACQUISITION OF RIGHT-OF-WAY
- ☐ CONSTRUCTION - ADVERTISE FOR RECEIPT OF BIDS
- ☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

Mr. Swan's 6/2/80 request and certifying statements are accepted.

PS&E documents for the subject project have been reviewed and are approved at a total estimated cost of $81,317 Federal Funds $71,679.

A signed copy of the Title Sheet is returned herewith.

| DATE | SIGNATURE OF APPROVING OFFICIAL | TITLE |
|---|---|---|
| 6/4/80 | G K Hoosier | for Division Administrator |

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U. S. GOVERNMENT PRINTING OFFICE: 1978—631 855

324-1932 •

*Department of Transportation*
# HIGHWAY DIVISION
Region 2
2960 E. STATE STREET, SALEM, OREGON 97310 PHONE 378-2626

March 17, 1978

Robert S. Moore
City Manager
City Hall
Salem, Oregon 97301

Dear Mr. Moore:

This is to advise you the Highway Division has received authorization from the Federal Highway Administration for the following projects:

12th Street-Pringle Road (Salem) Section
Madrona Avenue FAU 1520

Madrona Avenue-Ewald Avenue (Salem) Section
Pringle Road FAU 1575

City forces may begin preliminary engineering, effective February 2, 1978. Mr. Art Gottfried, 2445 Liberty S., Salem, 97310, has been selected as liaison engineer for the Highway Division. Your billings may be sent to Mr. Gottfried for approval and processing. Please advise him if it appears you will overrun the preliminary engineering authorized amount of $750 and $600 respectively. Prior approval is required from FHWA for additional funds.

Sincerely,

Phillip O. Stearns
REGION FEDERAL AID SPECIALIST

POS/lea
cc: Art Gottfried
Local Government Programs Unit

PROJECT MANAGEMENT
CCE [ ] OM [ ]
TAE [ ] GPE [ ]
MAR 20 1978
File: PM TA
LG CP

March 10, 1978

City of Salem
City Hall
Salem, OR 97301

Attention: Betty J. Marsh
City Recorder

MISC. CONTRACTS and
AGREEMENTS No. 6433

Gentlemen:

Attached for your records is a fully executed copy of an agreement for improvement of the 12th Street-Pringle Road Section of Madrona Avenue in Salem.

We have retained a fully executed copy of this agreement for the Transportation Commission's files.

Very truly yours,

C. W. Head
COMMISSION SERVICES

dda
Attachment

bc Don Harwell (Agreement attached)

March 9, 1978

City of Salem
City Hall
Salem, OR 97301

Attention: Miss Betty J. Marsh
City Recorder

MISC. CONTRACTS AND AGREEMENTS 6402

Gentlemen:

Attached for your files is a fully executed copy of an agreement for improvement of Madrona Avenue-Ewald Avenue Section of Pringle Road, FAU 1575, in the City of Salem.

We are retaining a fully executed copy of this agreement for the Transportation Commission's files.

Very truly yours,

C. W. Head
COMMISSION SERVICES

kkr

bc: Don Harwell (agreement attached)

U.S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMIN .TRATION

# LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO
BWM-1520(1)

STATE PROJECT NO.
See Below

**FROM:**
G. L. Green, Division Administrator
Salem, Oregon

PROGRAM NO.

ITEM NO.
80140

COUNTY NAME
Marion

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

**TO:**

Mr. F. B. Klaboe
Chief of Operations
Oregon Department of Transportation
Salem, Oregon

| DATE PS & E APPROVED | DATE AUTHORIZATION EFFECTIVE | FEDERAL ROUTE NUMBER |
|---|---|---|
| | 2-2-78 | FAU 1520 |
| | | STATE ROUTE NUMBER: City Street |

GENERAL LOCATION:

"12th Street-Pringle Road (Salem) Section"

GENERAL DESCRIPTION OF WORK:

Preliminary Engineering

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
XX☐ PREPARATION : TEC NTE $2,200
Federal Funds $1,886
☐ OTHER (Specify)

☐ ACQUISITION OF RIGHT OF WAY
CONTRUCTION - ADVERTISE FOR RECEIPT
☐ OF BIDS
☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND / OR FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Swan's 1-24-78 letter.

NOTED
F. B. KLABOE

| DATE | SIGNATURE OF APPROVING OFFICIAL | TITLE |
|---|---|---|
| 2-2-78 | D. K. Hansen | for Division Administrator |

FORM PR-1240

U.S. DEPARTMENT OF TRANSPORTATION — FEDERAL HIGHWAY ADMINISTRATION

# LETTER OF APPROVAL AND/OR AUTHORIZATION

PROJECT NO. RRM-1575(1)

STATE PROJECT NO. See Below

**FROM:**
G. L. Green, Division Administrator
Salem, Oregon

PROGRAM NO.

ITEM NO. 80139

COUNTY NAME Marion

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

**TO:**

Mr. F. B. Klaboe
Chief of Operations, ODOT
Salem, Oregon

| DATE PS & E APPROVED | DATE AUTHORIZATION EFFECTIVE | FEDERAL ROUTE NUMBER / STATE ROUTE NUMBER |
|---|---|---|
| | 2-2-78 | FAU 1575 / City Street |

**GENERAL LOCATION:**

"Madrona Avenue-Ewald Avenue (Salem)"

**GENERAL DESCRIPTION OF WORK:**

Preliminary Engineering

**YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW**

PRELIMINARY ENGINEERING TO DETERMINE

☐ LOCATION ONLY

PRLIMINARY ENGINEERING FOR SURVEY AND PLAN

☒ PREPARATION : TEC NTE $2,000, F.F- $1,716

☐ OTHER (Specify)

☐ ACQUISITION OF RIGHT-OF-WAY

CONTRUCTION - ADVERTISE FOR RECEIPT

☐ OF BIDS

☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

**REMARKS**

As requested in Mr. Swan's 1-23-78 letter

NOTED
F. B. KLABOE

| DATE | SIGNATURE OF APPROVING OFFICIAL | TITLE |
|---|---|---|
| 2-2-78 | G. K. Swan | for Division Administrator |

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1976—626-787

ROBERT W STRAUB
GOVERNOR

# *Department of Transportation*

TRANSPORTATION BUILDING, SALEM, OREGON 97310

January 24, 1978

TO: G. L. Green, Division Administrator
Federal Highway Administration

FROM: D. E. Swan
Federal Aid Section Manager

SUBJECT: PROJECT DATA SUBMISSION
Item No. 80140
Project No. M-1520(1)
12th St.-Pringle Road (Salem) Section
Marion County

Enclosed is data for the subject project.

This project has been originated by local officials and concurred in by the Oregon Transportation Commission and the State Highway Division.

We request the following:

Authorization to proceed with all phases of preliminary engineering necessary to obtain P.S. & E. approval at an estimated total cost of $2,200 with an obligation of $1,886 in federal funds.

CL:dpy

cc: C. O. Fredrickson (Region 2)
Gary Zehner

Budget Bureau No. 41-R2067

U.S.

NTRY TRANSACTION NO.

SUBMITTED TO W. O.

FORM PR-1
(REV. 4-61)

1-24-78

# FEDERAL-AID PROGRAM DATA

*(PPM 21-1)*

| REPORT NUMBER | PROJECT LOCATION *(45 typewriter spaces)* | | PRESENT | FUTURE | YEAR | REGION | STATE NAME |
|---|---|---|---|---|---|---|---|
| (19) (20) | 21 City St., Madrona Ave. (Salem) 65 | ADT | 4,000 | (68) N/A | (70) (71) 98 72 | 10 | Oregon |

| CHARACTER OF PROPOSED WORK *(35 typewriter spaces)* | NATL. FOREST | FH ROUTE NO. | SUPV AGCY | DA CLASSIF. | DA AREA | EMERG. YR. | PL. AUTH YR | PROJECT NUMBER PREFIX LETTER(S) | PROJECT NUMBER NUMBER |
|---|---|---|---|---|---|---|---|---|---|
| P.E., Pedestiran/Bikeway 62 | (63) (65) | (66) (68) | (69) | (70) | (71) | (72) (73) | (74) (75) 14 | | M- 1520 23 7 |

CLASS OF FEDERAL FUNDS: Urban System

COUNTY NAME: Marion COD 0

NAME OF URBAN AREA: Salem (31)

ROUTE NO. U | FEDERAL-AID 1520 | STATE City St. (36) (37) | U.S. -

| LINE NO. | CHANGE CODE | PROJECT CODE | WORK CLASS | WORK TYPE | WORK STEP | TERMINI *(Full description)* | MILES | ESTIMATED PROJECT COST BY PHASE: TOTAL ESTIMATED COST | FEDERAL FUNDS | STATE FUNDS | OTHER FUNDS |
|---|---|---|---|---|---|---|---|---|---|---|---|
| (14 15) | (16) | 41 | 42 | 43 46 | 53 | | (54) (58) | (59) (66) | (67) (76) | | |
| | | | | PE | | | 0.26 | 2,200 | 1,886 | 157 | 157 (City) |
| | | | | ROW | | | | | | | |
| | | | | CONST (CODE) Safety Y051 | | "12th St.-Pringle Rd. (Salem) Section" | 0.26 | 11,800 | 10,124 | 838 | 838 (City) |
| | | | | | | | 0.26 | 14,000 | 12,010 | 995 | 995 (City) |

(10) (23) (24) (55) REMARKS

CODE 14 | PREPARED BY CL | PROGRAM APPROVAL DATES | PROJECT TOTALS

Budget Bureau No. 41-R2067; Approval Expires Febru

U.S. DEPARTMENT OF C
BUREAU OF PUBL

FORM PR-1
(REV. 4-61)

1-24-78

# FEDERAL-AID PROGRAM DATA

*(PPM 21-1)*

| LOCATION (45 typewriter spaces) | | PRESENT | FUTURE | YEAR | REGION | STATE NAME | STATE CODE | APPN CODE |
|---|---|---|---|---|---|---|---|---|
| t., Madrona Ave. (Salem) | ADT | 4,000 | N/A | 98 | 10 | Oregon | 41 | W32 |

| (35 typewriter) | NATL. FOREST | FH ROUTE NO. | SUPV AGCY | DA CLASSIF. | DA AREA | EMERG. YR. | PL. AUTH YR | PROJECT NUMBER PREFIX LETTER(S) | NUMBER | SEQ. NO. |
|---|---|---|---|---|---|---|---|---|---|---|
| Bikeway | | | | | | | | M- | 1520 | (1) |

| | COUNTY NAME | CODE | PROGRAM STA |
|---|---|---|---|
| ban System | Marion | 047 | |

| | ROUTE NO. | FEDERAL-AID | STATE | U.S. | |
|---|---|---|---|---|---|
| em | U | 1520 | City St. | - | 1 OR |

| TYPE | STEP | TERMINI (Full description) | MILES | ESTIMATED PROJECT COST BY PHASE: TOTAL ESTIMATED COST | FEDERAL FUNDS | STATE FUNDS | OTHER FUNDS | CHARACTER OF PROPOSED W (Full descript |
|---|---|---|---|---|---|---|---|---|
| | | | 0.26 | 2,200 | 1,886 | 157 | 157 (City) | |
| Y | | "12th St.-Pringle Rd. (Salem) Section" | | | | | | |
| ST | | | | | | | | ROW-50' min.; Access Control Parking Restri Partial |
| | | | 0.26 | 11,800 | 10,124 | 838 | 838 (City) | |
| CL | | PROJECT TOTALS | 0.26 | 14,000 | 12,010 | 995 | 995 (City) | |

AL DATES — REMARKS

USCOMM DUSCO

12th St.-Pringle Road (Salem) Section
Project No. M-1520(1)

Existing Facility: 22 foot A. C. surface with 6 foot gravel shoulders

Adjacent Sections: Same as existing facility.

Project Data: Work under this project consists of the following:

1) Preliminary engineering all phases.

2) Widen existing roadway on the south side to provide for a 6 foot pedestrian/bikeway, which work consists of grade and high type pavement and incidental work common to this type of project.

System Action, Railroads, Water Developments, Historical and Recreational Areas: None involved.

Airports: Salem Municipal Airport is 3/4 mile east of the project; however, no conflict with the operation of the airport will result from this project.

FHPM 4-1-4 Requirements: Exempt from A-95 review under working agreements.

FHPM 7-7-2 Requirements: Nonmajor action project concurred in by FHWA on January 3, 1977.

FHPM 7-7-5 Requirements:

a) Public Hearings --- Not required under Oregon Action Plan.

b) Location/Design --- Not a factor in the development of this project.

Note: 1) This project is in Congressional District No. 2

2) In Salem FY '78 Tip annual element as #205

ROBERT W. STRAUB
GOVERNOR

# *Department of Transportation*

TRANSPORTATION BUILDING, SALEM, OREGON 97310

January 23, 1978

TO G. L. Green, Division Administrator
Federal Highway Administration

FROM D. E. Swan
Federal Aid Manager

SUBJECT PROJECT DATA SUBMISSION
Item No. 80139
Project No. M-1575(1)
Madrona Ave.-Ewald Ave. (Salem) Section
Marion County

Enclosed is data for the subject project:

This project has been originated by local officials and concurred in by the Oregon Transportation Commission and the State Highway Division.

We request the following:

Authorization to proceed with all phases of preliminary engineering necessary to obtain PS&E approval at an estimated total cost of $2,000 with an obligation of $1,716 in federal funds.

CL:dmc
Enc.
cc: C. Fredrickson, Region 2
G. Zehner

Budget Bureau No. 41-R2067; 4
U.S. D

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO W. O.

FORM PR-1 (REV. 4-61)

January 23, 1978

# FEDERAL-AID PROGRAM DATA

*(PPM 21-1)*

| | REPORT NUMBER (19)(20) | PROJECT LOCATION *(45 typewriter spaces)* 21 65 | | PRESENT | FUTURE (66) | YEAR (70)(71)(72) | REGION | STATE NAME |
|---|---|---|---|---|---|---|---|---|
| CARD 2 | | City St., SE Pringle ROad (Salem) | ADT | 1,700 | N/A | 98 | 10 | Oregon |

| | CHARACTER OF PROPOSED WORK *(35 typewriter spaces)* 28 52 | NATL. FOREST (63)(65) | FH ROUTE NO. (66)(68) | SUPV AGCY (69) | DA CLASSIF. (70) | DA AREA (71) | EMERG. YR. (72)(73) | PL. AUTH YR (74)(76) | PROJECT NUMBER PREFIX LETTER(S) 14 23 | NUMBER 7 |
|---|---|---|---|---|---|---|---|---|---|---|
| CARD 3 | P.E., Pedestrian/Bikeway | | | | | | | | M- | 1575 |

| | CLASS OF FEDERAL FUNDS | COUNTY NAME | CODE (14) |
|---|---|---|---|
| CARD 4 | Urban System | Marion | 04 |
| | NAME OF URBAN AREA 17-31 Salem | ROUTE NO. U | FEDERAL-AID 1575 (32) STATE City St. (36)(37) U.S. -- |

| CARD 5 | LINE NO. (14-15) | CHANGE CODE (16) | PROJECT CODE 41 | WORK CLASS 42 | WORK TYPE 43 46 | STEP 53 | TERMINI *(Full description)* | MILES (54)(58) | ESTIMATED PROJECT COST BY PHASES: TOTAL ESTIMATED COST (59)(66) | FEDERAL FUNDS (67)(76) | STATE FUNDS | OTHER FUNDS |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | | | | | | | | | | | | |
| 5 | | | | | PE | | | 0.23 | 2,000 | 1,716 | 142 | 142 (City) |
| 5 | | | | | ROW | | | | | | | |
| 5 | | | | | CONST (COPE) Safety Y051 | | "Madrona Ave.-Ewald Ave. (Salem) Section" | 0.23 | 10,000 | 8,580 | 710 | 710 (City) |
| | | | | | | | PROJECT TOTALS | 0.23 | 12,000 | 10,296 | 852 | 852 (City) |

| CARD 1 | CODE 1 | PREPARED BY | |
|---|---|---|---|
| 1 | 14 | PROGRAM APPROVAL DATES | (16) (23)(24) (33) |

CL

REMARKS

-0

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

FORM PR-1 (REV. 4-61)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

January 23, 1978

# FEDERAL-AID PROGRAM DATA

*(PPM 21-1)*

| PROJECT LOCATION *(45 typewriter spaces)* | | PRESENT | FUTURE | YEAR | REGION | STATE NAME | STATE CODE | APPN CODE | ITEM NO. |
|---|---|---|---|---|---|---|---|---|---|
| ty St., SE Pringle ROad (Salem) | ADT | 1,700 | N/A | 98 | 10 | Oregon | 41 | W32 | 80139 |
| 66 | | | (66) (70) | (71) (72) | | | (2) (3) | (4) (9) | (14) (18) |

| D WORK *(35 typewriter* | NATL. FOREST | FH ROUTE NO. | SUPV AGCY | DA CLASSIF. | DA AREA | EMERG. YR. | PL. AUTH YR | PROJECT NUMBER PREFIX LETTER(S) | NUMBER | SEQ. NO. | I. Projects Only POST MI. | DESIG. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| n/Bikeway | | | | | | | | M- | 1575 | (1) | | |
| 62 | (63) (65) | (66) (68) | (69) | (70) | (71) | (72) (73) | (74) (75) | 14 23 | 7 | 13 | (24) (26) | 27 |

| S | COUNTY NAME | CODE | PROGRAM STAGE |
|---|---|---|---|
| tem | Marion | 047 | |
| | | (14) (16) | 1 OR 2 |

| ROUTE NO. | FEDERAL-AID | STATE | U.S. |
|---|---|---|---|
| U | 1575 (32) | City St. (36) (37) | -- (41) |

| WORK TYPE | STEP | TERMINI *(Full description)* | MILES | ESTIMATED PROJECT COST BY PHASES: TOTAL ESTIMATED COST | FEDERAL FUNDS | STATE FUNDS | OTHER FUNDS | CHARACTER OF PROPOSED WORK *(Full description)* |
|---|---|---|---|---|---|---|---|---|
| 46 | 53 | | (54) (58) | (59) (66) | (67) (76) | | | |
| E | | | 0.23 | 2,000 | 1,716 | 142 | 142 (City) | |
| OW | | | | | | | | |
| ONST (COPE) afety 7051 | | "Madrona Ave.-Ewald Ave. (Salem) Section" | 0.23 | 10,000 | 8,580 | 710 | 710 (City) | ROW-60' min.; Access Control-None; Parking Restrictions-partial |
| CL | PROJECT TOTALS | | 0.23 | 12,000 | 10,296 | 852 | 852 (City) | |

PROVAL DATES (16) (23) (24) (33) REMARKS

-over-

USCOMM DUSCOMM-DC

MADRONA AVE.-EWALD AVE.(SALEM)SECTION
PROJECT NO. M-1575(1)

Existing Facilities: 22 foot A.C. surface with 4 foot gravel shoulders.

Adjacent Sections: Same as existing facilities

Project Data: Work under this project consists of the following:
1) Preliminary engineering all phases.
2) Widen existing roadway on the east side to provide for a 6 foot pedestrian/bikeway which work consists of grade and high-type pavement and incidental work common to this type of project.

System Action, Railroads, Water Developments, Historical and Recreational Areas: None involved.

Airports: Salem Municipal Airport is 3/4 mile east of the project; however, no conflict with the operation of the airport will result from this project.

FHPM 4-1-4 Requirements: Exempt from State and District Clearinghouse A-95 review under working agreements.

FHPM 7-7-2 Requirements: Nonmajor action project concurred in by FHWA on January 3, 1977.

FHPM 7-7-5 Requirements:
a) Public Hearings--Not required under Oregon Action Plan.
b) Location/Design--Not a factor in the development of this project.

NOTE: 1) This project is in Congressional District No. 2.
2) In Salem FY '78 TIP Annual Element as #206.

STATE OF OREG[illegible]

INTERO[illegible]ICE MEMO

January 11, 1978

TO:
J. B. Boyd (3)
L. E. George
W. J. Hart
C. T. Keasey
J. H. Versteeg (4)
F. E. Terpin (3)
G. A. Potter (2)
George Bell
Surfacing Design - Lab Bldg.
Region 2: C. O. Fredrickson
District 3: R. A. Kuehn
Region 2 Geologist: William Fretwell
Gerald Wimer (1)
B. L. Gifford

FROM: D. H. Moehring, Manager
Office of Project Management

SUBJECT: PROJECT ASSESSMENT
Madrona Ave.-Ewald Ave. (Salem)
Pringle Road
Marion County
FAU 1575

Attached for your information is an assessment, concurred in by the Federal Highway Administration.

Project Management classifies this section as a Category 3 project of Non-major action.

BLG:dpy

Attachment

cc: E. S. Hunter

81-125-1387

Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

# *Memorandum*

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Equitable Center, Suite 100
530 Center, NE.
Salem, Oregon 97301

DATE: January 3, 1977

In reply refer to: HB.2-OR

SUBJECT: Oregon Project No. M-1575(-)
Madrona Avenue-Ewald Avenue (Salem)
Pringle Road
Marion County
Project Assessment

FROM : G. L. Green, Division Administrator

TO : Mr. E. S. Hunter, Mgr, Technical Services Br, ODOT
Salem, Oregon

The subject project assessment submitted with Mr. Moehring's December 12, 1977, memorandum has been reviewed.

We concur with your finding that the proposed project constitutes a non-major action. We also concur with your traffic noise analysis.

The proposed standards, design and other specific details contained in the assessment will be subject to future reviews at the appropriate stage during the project development.

V. V. Cundy
for G. L. Green

cc:
ODOT (Potter, Laux)
OSHD (Reg 2, Welsh)

PROJECT MANAGEMENT
PME ☒ CCE ☐ OM ☐
LGE ☐ FAE ☐ OPE ☐
JAN 10 1978

File: PM FA
LG OP
TAA

RECEIVED
TECHNICAL SERVICES
JAN 9'78
REFER TO
Proj. Mgt.
OR
Info | Invest | R/D | D/R | Sign | Ret | File

12-12-77
BEN GIFFORD

OREGON STATE HIGHWAY DIVISION
PROJECT ASSESSMENT

CATEGORY 3 PROJECT

NON-MAJOR
M-1575(-)

PART 1. GENERAL INFORMATION

A. Project Identification:

Date November 23, 1977

Section Madrona Ave.-Ewald Ave. (Salem) Unit (if appl) Madrona-Ewald (Salem) Section

County Marion City Salem

Highway Pringle Road State Hwy. No. FAU 1575

Termini: M.P.(if appl) Madrona Ave.-Ewald Ave. Length .23 mile

Region 2 Construction Estimate $12,000 (Total) Program Amount

B. Purpose of Project:

To provide a pedestrian facility for school children and others in the area surrounding Pringle Road. This facility will be used primarily by children walking to Morningside Elementary School. Because of the narrow gravel shoulders, and speed of traffic, the proposed pedestrian facility will improve the safety for the movement of children and others.

C. Origin & History of Project:

Collectors and arterials, when annexed into the City of Salem, were not improved with curbs and sidewalks. These turnpike sections had narrow shoulders. A full improvement is very costly and cannot be supported by abutting residents. Seeking a less expensive way to provide a safer street for motorists and pedestrians, neighborhood groups and parent-teacher associations recommended that pedestrian facilities be one of Salem's highest priorities. A prioritized list of street facilities was compiled identifying traffic volumes, speed, width of streets, etc. This was adopted by the Citizen Advisory Traffic Commission, Salem Area Transportation Study, and the Salem City Council.

D. General Description of Project:

The pedestrian facility would be a six foot asphaltic concrete paved shoulder adjacent to the travel lanes of a city street. The walkway would be delineated by an 8-inch reflectorized white stripe extending throughout the length of the project.

Alignment: New No Existing X Combined

Typical Section: Existing: No. Lanes 2 ; Med. No ; Shldrs. 2 ; Parking 2

Proposed: No. Lanes 2 ; Med. No ; Shldrs. 1 ; Parking 1

Traffic: Existing Facility: Existing ADT 1700 ; Projected ADT ; Yr.

Existing Level of Service N/A

Proposed Facility: Projected ADT 1700 ; Yr. 1977

Projected Level of Service N/A

Right of Way: Additional anticipated No (Yes, No); if yes, give approx. No. Parcels_____

Acres_____; Type of Relocation Req._____; No._____

Materials Source, Borrow, Waste Disposal Requirements, if any:

Locally available asphaltic concrete and base rock. Minimal amounts of borrow or waste will be involved. The nature of the soil along the route makes balancing of cut and fill workable. Suitable nearby sites are readily available for disposal of waste if required.

Type of Structure(s):

None involved.

Brief Description of River or Stream and Type of Involvement, if any:

None involved.

Local City, County or COG priorities of project:

The City of Salem has declared that pedestrian facilities are one of the highest city priorities. Of the pedestrian facilities recommended by the Citizen Advisory Traffic Commission, Pringle Road was ranked 9th in importance.

FHWA and/or OSHD approvals given, if any:

None

Location or Design Alternatives (identify and describe):

Alternatives within the existing right-of-way are: 1.) The proposed project, 2.) A full street improvement including curbs and sidewalks, and 3.) No build.

Construction costs for a full street section would be a significant adverse economic impact to the adjacent property owners who are expected to pay for street improvements.

Other Descriptive Information or Comments:

Narrow and no shoulder stretches expose pedestrian traffic to extreme danger.

City of Salem Ordinances allow bicycle traffic on pedestrian paths and walkways in the project area.

(Attach project sketch map.)

PART II. ENVIRONMENTAL ASSESSMENT

A. Brief Environmental Setting of Project Area:

1. Natural:

The terrain and geology is of the Columbia River group in which several flow layers of basalt cap the Salem Hills and adjacent uplands. The soil is a Silverton Silt Loam. The topography is rolling and ranges from 250' to 300' above sea level. Flora and fauna in the area is largely domesticated species.

2. Cultural:

This area has been designated residential on the Salem Area Comprehensive Plan map, and is a typical suburban residential area. Zoning covers single-family residential development. The following utilities are available in this area: Northwest Bell Telephone, City Water and Sewer Service, Portland General Electric, and Northwest Natural Gas. No point sources of air pollution, noise pollution, or water quality will result from construction of this project.

B. Preliminary Assessment of Environmental Impacts:

1. Consequences and Significance of Right-of-Way Acquisition:

No additional right-of-way acquisition would be required.

2. Estimated Impact on Traffic Patterns:

No impacts on existing traffic patterns or volumes have been identified or are anticipated.

Consequences--Air Quality, Noise, Safety, etc.:

The proposed project would significantly improve pedestrian safety in an area adjacent to an elementary school.

3. Estimated Impact on Land Use:

None anticipated.

Consequences:

4. Expected Impact on Natural Ecological Resources:

None anticipated.

Consequences:

5. Expected Impact on Cultural and Scenic Resources:

None anticipated.

Consequences:

6. Preliminary Identification of Areas of Critical Concern:

None identified.

7. Potential for Controversial Issues:

Restriction of parking may provide complaints from affected residents. Another potential concern is the placement of mail boxes along the route.

8. Potential for Consistency of Proposal With:

a. Clean Air Implementation Plans

Construction of a walkway would be consistent with clean air implementation plans and noise standards.

b. Noise Standards

This project does not require an FHPM 7-7-3 noise study report.

c. Water Quality Standards

No connection can be identified.

d. Area Land Use and Transportation Plans, and Zoning

This project conforms to the Transportation Improvement Program of the Revised Year 2000 Transportation Plan, adopted by the Salem Area Transportation Study--the Metropolitan Planning Organization.

---

C. Recommended Type of Action and Documentation:

----------MAJOR ACTION---------- ---X---NON-MAJOR ACTION-----

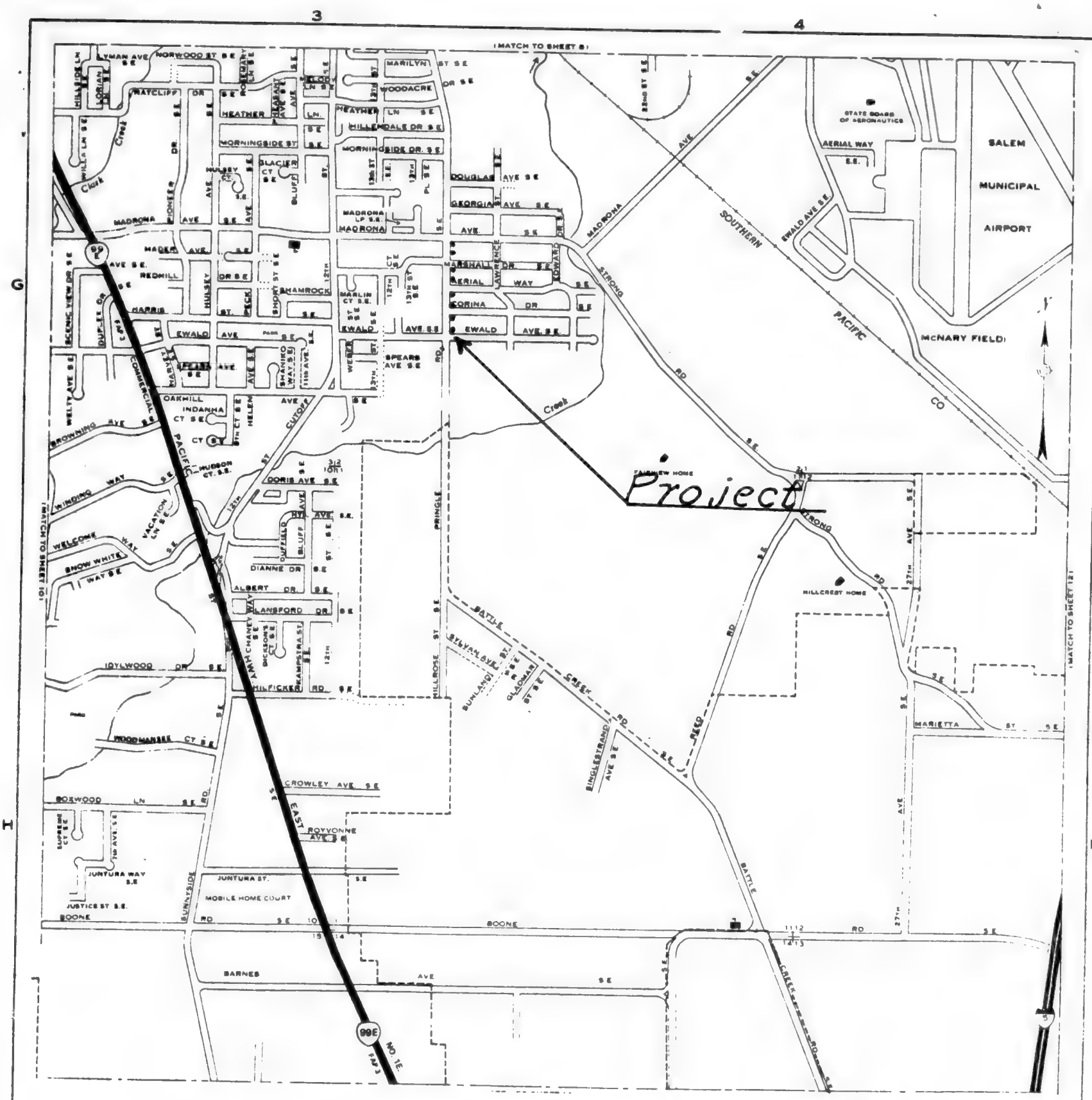
| SIGNIFICANT: | NON-SIGNIFICANT: | |
|---|---|---|
| ___ D & FEIS | ____ D & F Neg.Dec. | __X__ ASSESSMENT ONLY |
| ___ Section 4(f) | ____ Section 4(f) | ____ STATEWIDE ASSESSMENT |

Basis for Type of Action and Documentation:

In accordance with FHPM 7-7-2 paragraph 10(e), projects of this type are ordinarily considered to be non-major actions.

---

D. Recommended Project Category: _____ 1 _____ 2 ____X__ 3 _____ 4




Madrona Ave.-Ewald Ave.
(Salem)
Pringle Road FAU 1575
Marion County

# SALEM

POLK-MARION CO., OREGON

PREPARED BY THE OREGON STATE HIGHWAY DIVISION
IN COOPERATION WITH THE U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION

Population 74 600

Scale in Feet

SHEET ARRANGEMENT

| | | |
|---|---|---|
| 1 | 2 | 3 |
| 4 | 5 | 6 |
| 7 | 8 | 9 |
| 10 | 11 | 12 |
| | 13 | |

Revised April 1973

SHEET 11 OF 13 SHEETS

STATE OF OREGON

INTER OFFICE MEMO

January 11, 1978

TO:

J. B. Boyd (3)
L. E. George
W. J. Hart
C. T. Keasey
J. H. Versteeg (4)
F. E. Terpin (3)
G. A. Potter (2)
George Bell
Surfacing Design - Lab Bldg.
Region 2: C. O. Fredrickson
District 3: R. A. Kuehn
Region 2 Geologist: William Fretwell
Gerald Wimer (1)
B. L. Gifford

FROM: D. H. Moehring, Manager
Office of Project Management

SUBJECT: PROJECT ASSESSMENT
12th St.-Pringle Rd. (Salem)
Madrona Avenue
Marion County

Attached for your information is an assessment, concurred in by the Federal Highway Administration.

Project Management classifies this section as a Category 3 project of Non-major action.

BLG: dpy

Attachment

cc: E. S. Hunter

81-125-1387

Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

# *Memorandum*

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Equitable Center, Suite 100
530 Center, NE.
Salem, Oregon 97301

DATE: January 3, 1977

In reply refer to: HB.2-OR

SUBJECT: Oregon Project No. M-1520(-)
12th Street-Pringle Road (Salem)
Madrona Avenue
Marion County
Project Assessment

FROM : G. L. Green, Division Administrator

TO : Mr. E. S. Hunter, Mgr, Technical Services Br, ODOT
Salem, Oregon

The subject project assessment submitted with Mr. Moehring's December 12, 1977, memorandum has been reviewed.

We concur with your finding that the proposed project constitutes a non-major action. We also concur with your traffic noise analysis.

The proposed standards, design and other specific details contained in the assessment will be subject to future reviews at the appropriate stage during the project development.

G. L. Green

PROJECT MANAGEMENT
PME ☐ CCE ☐ OM ☐
LGE ☐ FAE ☐ OPE ☐
JAN 10 1978
File: PM FA LG OP
TAA

cc:
ODOT (Potter, Laux)
OSHD (Reg 2, Welsh)

RECEIVED
TECHNICAL SERVICES
JAN 9'78
REFER TO Proj. Mgt
FOR
Info | Inves | R/D | D/R | Skgm | Act | File

12-12-77
BEN GIFFORD

OREGON STATE HIGHWAY DIVISION
PROJECT ASSESSMENT

CATEGORY 3 PROJECT
NON-MAJOR
M-1520(-)

PART 1. GENERAL INFORMATION

A. Project Identification:

Date November 23, 1977

Section 12th St.-Pringle Road (Salem) Unit (if appl) 12th St.-Pringle Rd.(Salem) Sectio

County Marion City Salem

Highway Madrona Avenue State Hwy. No. FAU 1520

Termini: M.P.(if appl) 12th St.-Pringle Road Length .26 mile

Region 2 Construction Estimate 14,100 (Total)
Program Amount

B. Purpose of Project:

To provide a pedestrian facility for school children and others in the area surrounding Madrona Avenue. This facility will be used by children walking to Morningside Elementary School. Because of inadequate facilities for pedestrians, the steep slope, and high speed of traffic, the proposed pedestrian facility would provide safety to children and others.

C. Origin & History of Project: Collectors and arterials, when annexed into the City of Salem, were not improved with curbs and sidewalks. These turnpike sections had narrow shoulders. A full improvement is very costly and cannot be supported by abutting residents. Seeking a less expensive way to provide a safer street to the motorist and pedestrian, neighborhood groups and parent-teacher associations recommended that pedestrian facilities be one of Salem's highest priorities. A prioritized list of street facilities was compiled identifying traffic volumes, speed, width of streets, etc., and was adopted by the Citizen Advisory Traffic Commission and the Salem City Council.

D. General Description of Project:

This pedestrian facility will be a six-foot asphaltic concrete adjacent to the roadway section separating the path and travel lane by an 8" reflective white stripe. The length will be .26 miles on the southern side of Madrona Avenue from 12th Street to Pringle Road.

Alignment: New No Existing X Combined

Typical Section: Existing: No. Lanes 2 ; Med. No ; Shldrs. 2 ; Parking 2

Proposed: No. Lanes 2 ; Med. No ; Shldrs. 1* ; Parking 1

Traffic: Existing Facility: Existing ADT 4,000 ; Projected ADT ; Yr.

Existing Level of Service N/A

Proposed Facility: Projected ADT 4,000 ; Yr. 1977

Projected Level of Service N/A

* so.: ped. fac.,; no. same

Right of Way: Additional anticipated No ___; if yes, give approx. No. Parcels_____
Yes, No

Acres_____; Type of Relocation Req._____; No._____

Materials Source, Borrow, Waste Disposal Requirements, if any:

Locally available asphaltic concrete and base rock. Minimal amounts of borrow or waste will be involved. The nature of the soil along the route makes balancing of cut and fill workable. Suitable nearby sites are readily available for disposal of waste if required.

Type of Structure(s):

None involved.

Brief Description of River or Stream and Type of Involvement, if any:

None involved.

Local City, County or COG priorities of project:

The City of Salem has declared that pedestrian facilities are one of the highest city priorities. Of the pedestrian facilities recommended by the Citizen Advisory Traffic Commission, Pringle Road was ranked 9th in importance.

FHWA and/or OSHD approvals given, if any:

None

Location or Design Alternatives (identify and describe):

Alternatives within the existing right-of-way are: 1.) The proposed project, 2.) A full street improvement including curbs and sidewalks, and 3.) No build.

Construction costs for a full street section would be a significant adverse economic impact to the adjacent property owners who are expected to pay for street improvements.

Other Descriptive Information or Comments:

Narrow and no shoulder stretches expose pedestrian traffic to extreme danger.

City of Salem Ordinances allow bicycle traffic on pedestrian paths and walkways in the project area.

(Attach project sketch map.)

## PART II. ENVIRONMENTAL ASSESSMENT

### A. Brief Environmental Setting of Project Area:

1. Natural:

The terrain and geology is of the Columbia River group in which several flow layers of basalt cap the Salem Hills and adjacent uplands. The soil is a Silverton Silt Loam. The topography is rolling and ranges from 250' to 300' above sea level. Flora and fauna in the area is largely domesticated species.

2. Cultural:

This area has been designated residential on the Salem Area Comprehensive Plan map, and is a typical suburban residential area. Zoning covers single-family residential development. The following utilities are available in this area: Northwest Bell Telephone, City Water and Sewer Service, Portland General Electric, and Northwest Natural Gas. No point sources of air pollution, noise pollution, or water quality will result from construction of this project.

B. Preliminary Assessment of Environmental Impacts:

1. Consequences and Significance of Right-of-Way Acquisition:

No additional right-of-way acquisition would be required.

2. Estimated Impact on Traffic Patterns:

No impacts on existing traffic patterns or volumes have been identified or are anticipated.

Consequences--Air Quality, Noise, Safety, etc.:

The proposed project would significantly improve pedestrian safety in an area adjacent to an elementary school.

3. Estimated Impact on Land Use:

None anticipated.

Consequences:

4. Expected Impact on Natural Ecological Resources:

None anticipated.

Consequences:

5. Expected Impact on Cultural and Scenic Resources:

None anticipated.

Consequences:

6. Preliminary Identification of Areas of Critical Concern:

None identified.

7. Potential for Controversial Issues:

Restriction of parking may provide complaints from affected residents. Another potential concern is the placement of mail boxes along the route.

8. Potential for Consistency of Proposal With:

a. Clean Air Implementation Plans

Construction of a walkway would be consistent with clean air implementation plans and noise standards.

b. Noise Standards

This project does not require an FHPM 7-7-3 noise study report.

c. Water Quality Standards

No connection can be identified.

d. Area Land Use and Transportation Plans, and Zoning

This project conforms to the Transportation Improvement Program of the Revised Year 2000 Transportation Plan, adopted by the Salem Area Transportation Study--the Metropolitan Planning Organization.

---

C. Recommended Type of Action and Documentation:

----------MAJOR ACTION---------- --X--NON-MAJOR ACTION-----

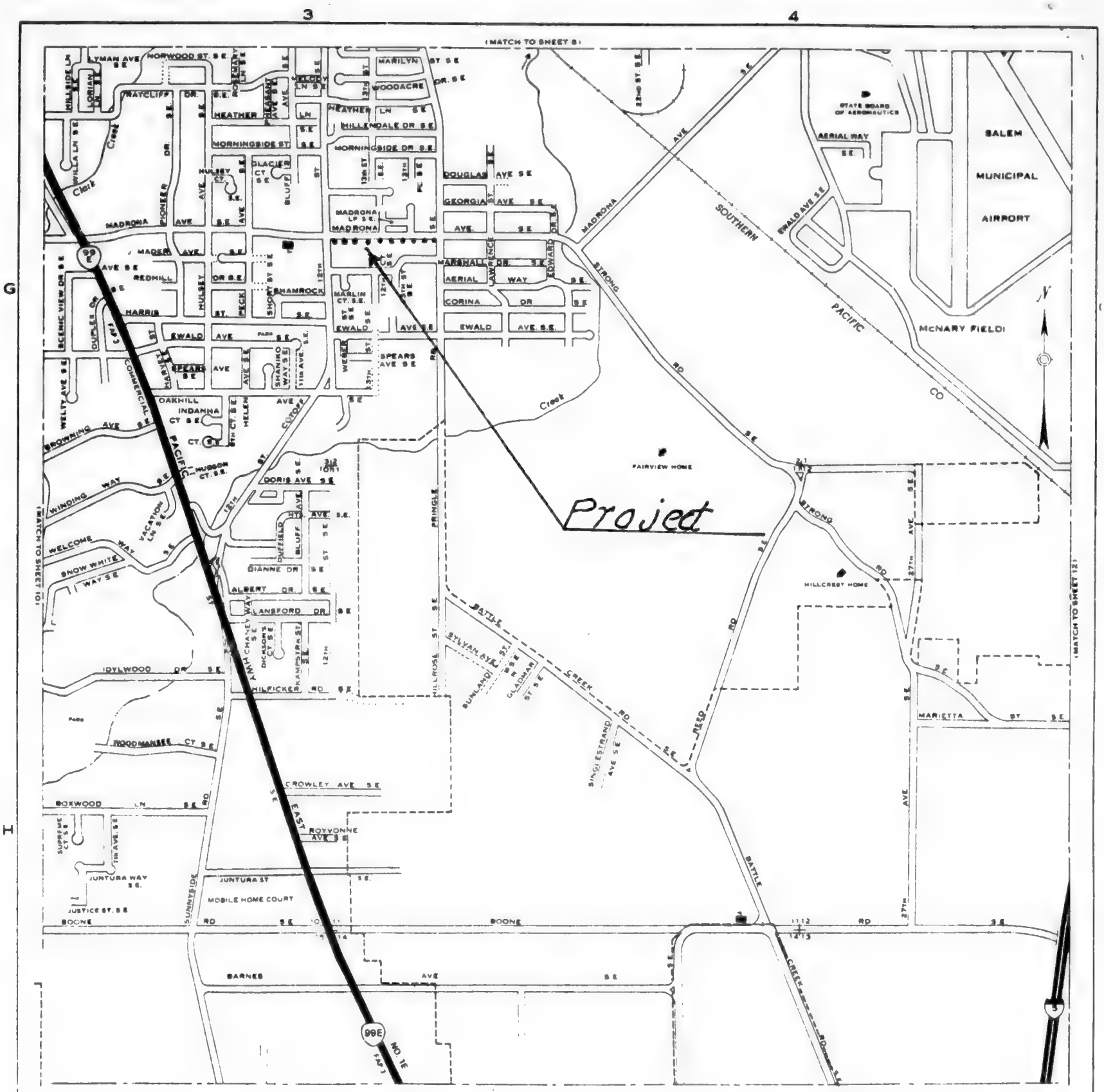
| SIGNIFICANT: | NON-SIGNIFICANT: | |
|---|---|---|
| ____ D & FEIS | ____ D & F Neg.Dec. | __X__ ASSESSMENT ONLY |
| ____ Section 4(f) | ____ Section 4(f) | ____ STATEWIDE ASSESSMENT |

Basis for Type of Action and Documentation:

In accordance with FHPM 7-7-2 paragraph 10(e), projects of this type are ordinarily considered to be non-major actions.

---

D. Recommended Project Category: _____ 1 _____ 2 __X__ 3 _____ 4




12th St.-Pringle Road
(Salem)
Madrona Ave., FAU 1520
Marion County

Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

# *Memorandum*

DEPARTME OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Equitable Center, Suite 100
530 Center, NE.
Salem, Oregon 97301

DATE: January 3, 1978

In reply refer to: HB.2-OR

SUBJECT: Oregon Project No. M-1520(-)
12th Street-Pringle Road (Salem)
Madrona Avenue
Marion County
Project Assessment

FROM : G. L. Green, Division Administrator

NOTED
E. S. HUNTER

TO : Mr. E. S. Hunter, Mgr, Technical Services Br, ODOT
Salem, Oregon

The subject project assessment submitted with Mr. Moehring's December 12, 1977, memorandum has been reviewed.

We concur with your finding that the proposed project constitutes a non-major action. We also concur with your traffic noise analysis.

The proposed standards, design and other specific details contained in the assessment will be subject to future reviews at the appropriate stage during the project development.

G. L. Green

cc:
ODOT (Potter, Laux)
OSHD (Reg 2, Welsh)

RECEIVED
TECHNICAL SERVICES
JAN 9'78
REFER TO
Proj. Mgt
FOR

| Info | Invest | R/D | D/R | Sign | Act | File |
|---|---|---|---|---|---|---|
| | | | | | | |

Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

# *Memorandum*

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Equitable Center, Suite 100
530 Center, NE.
Salem, Oregon 97301

DATE: January 3, 1977

In reply refer to: HB.2-OR

SUBJECT: Oregon Project No. M-1575(-)
Madrona Avenue-Ewald Avenue (Salem)
Pringle Road
Marion County
Project Assessment

FROM : G. L. Green, Division Administrator

TO : Mr. E. S. Hunter, Mgr, Technical Services Br, ODOT
Salem, Oregon

NOTED
E. S. HUNTER

The subject project assessment submitted with Mr. Moehring's December 12, 1977, memorandum has been reviewed.

We concur with your finding that the proposed project constitutes a non-major action. We also concur with your traffic noise analysis.

The proposed standards, design and other specific details contained in the assessment will be subject to future reviews at the appropriate stage during the project development.

V. V. Cundy
for G. L. Green

cc:
ODOT (Potter, Laux)
OSHD (Reg 2, Welsh)

RECEIVED
TECHNICAL SERVICES
JAN 9'78
REFER TO
Proj. Mgt.
FOR
Info | Invest | R/D | D/R | Sign | Act | File

DATE: December 1, 1977

TO: OREGON TRANSPORTATION COMMISSION

FROM: H. S. Coulter
State Highway Engineer

SUBJECT: Federal Aid Urban System Project Requests

On the consent calendar for the December 15 meeting will be six requests for approval of Urban System projects.

La Grande is requesting a $200,640 project to acquire right-of-way and relocate utilities for a future project to reconstruct the 2nd Street Viaduct.

Salem is requesting two projects totaling $26,000 for improvement of Pringle Road and Madrona Avenue.

Three projects totaling $1,024,200 for street improvements on Harmony Road and Sunnyside Road are being requested by Clackamas County.

Federal Urban System funds for these projects are estimated at $1,075,720 with the State providing approximately $37,560 in match funds and a like amount being contributed by local government.

These projects have been investigated and are eligible for funding under the Federal Aid Urban System Program. I recommend your approval and request authorization to sign the project agreements for and on your behalf.

Att.

GEZ:lml

bc: R. A. Purco
F. B. Klaboe
C. W. Read
E. S. Hunter
D. H. Hoehring
J. H. Versteeg
E. L. Hardt
V. E. Skoog
John Sheldrake
W. E. Schwartz
D. M. Haskell
R. N. Bothman
George Pell

CITY OF SALEM
Proposed Urban System Project

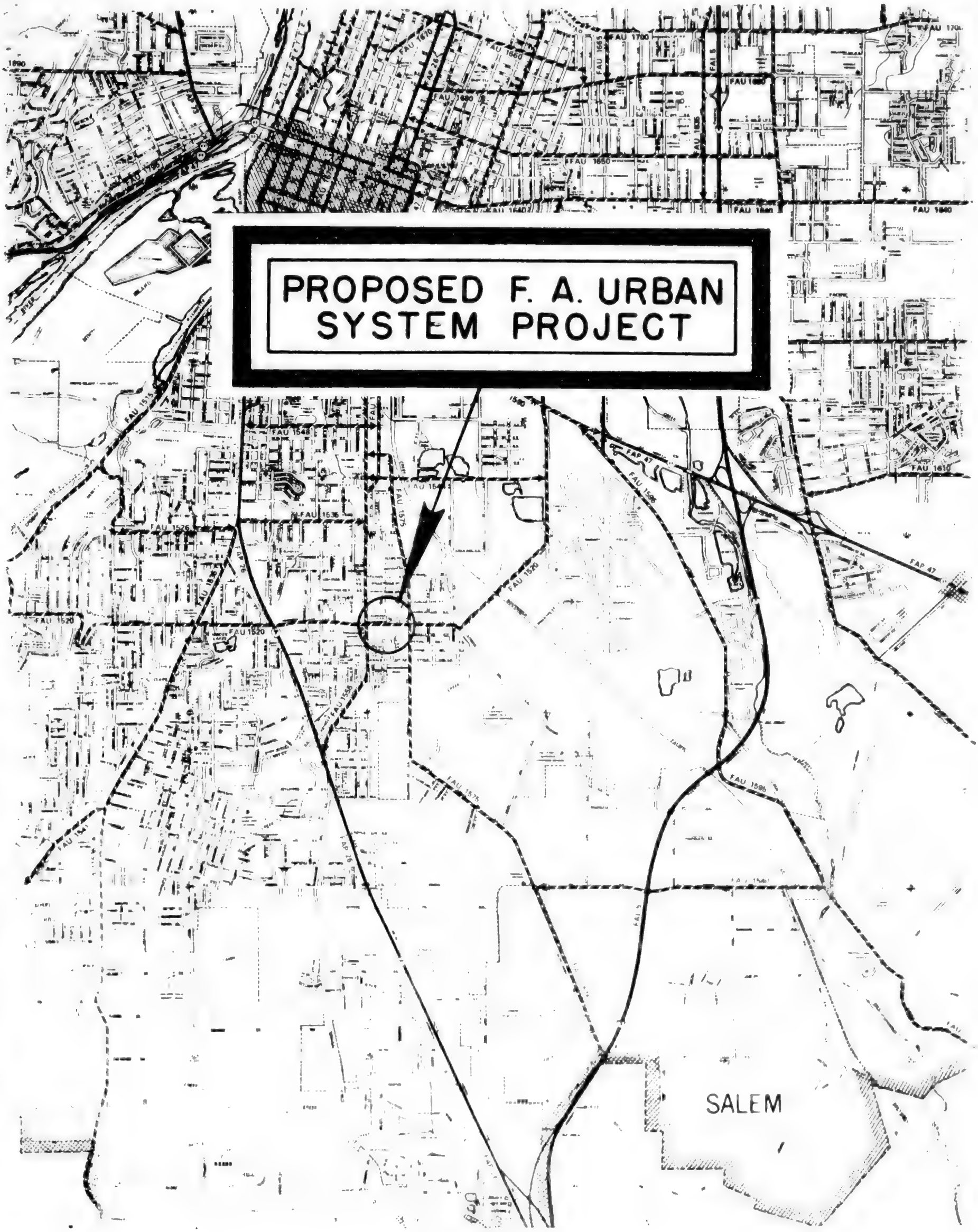
12th Street - Pringle Road Section
Madrona Avenue, FAU 1520
Pave and Sign
0.26 miles
$14,000

This project consists of paving the existing 6-foot gravel shoulder on the south side of Madrona Avenue. This will provide a pedestrian facility which will be used by children walking or cycling to Morningside Elementary School.

City will perform the preliminary and construction engineering.

77-j
12/1/77

# PROPOSED F. A. URBAN SYSTEM PROJECT



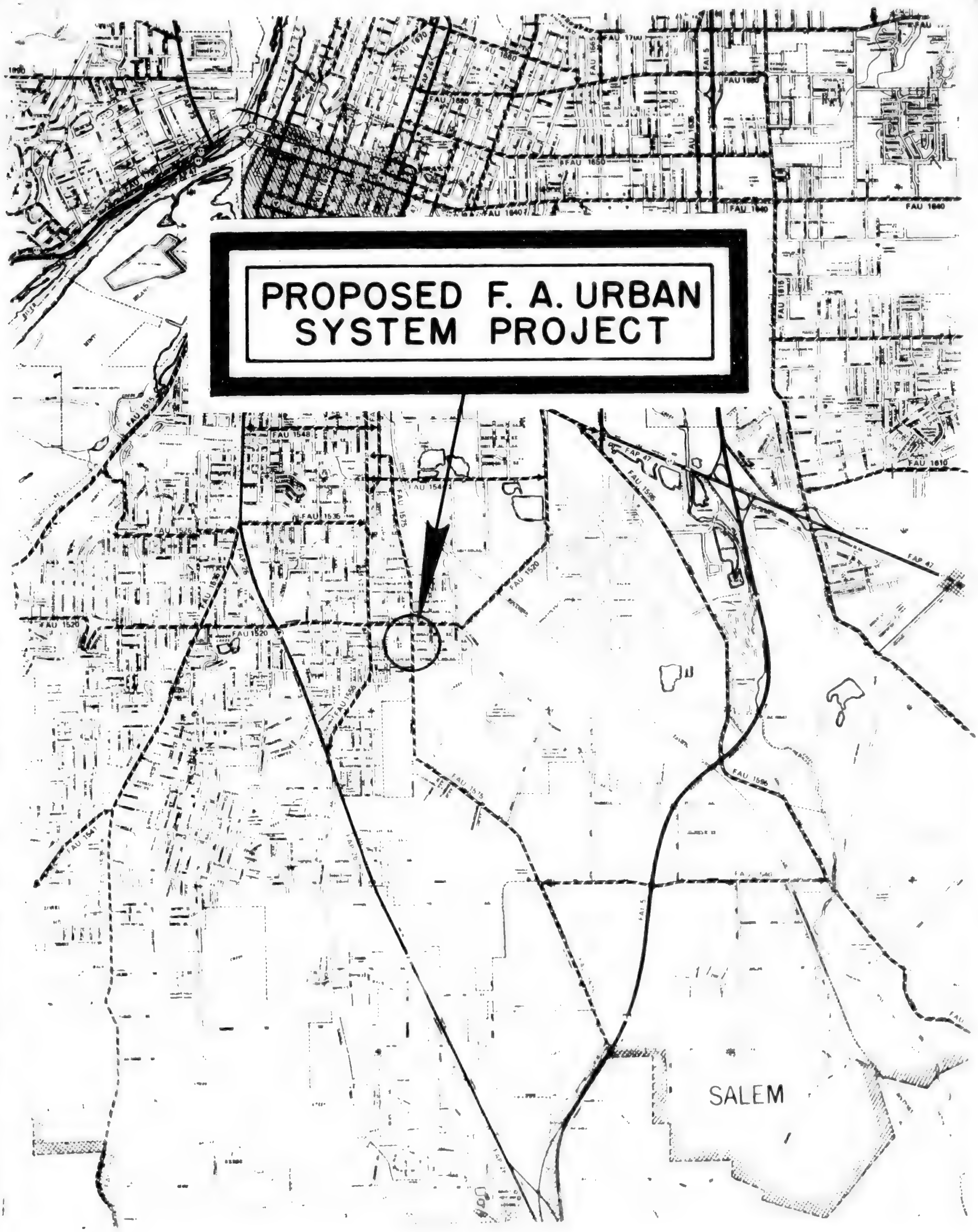
CITY OF SALEM
Proposed Urban System Project

Madrona Avenue - Ewald Avenue Section
Pringle Road, FAU 1575
Grade, Pave and Sign
0.23 miles
$12,000

This project entails all the work and costs to widen and pave the east shoulder of Pringle Road. The 6-foot wide paved facility will be used by children in the Morningside Elementary School area.

City will perform preliminary and construction engineering.

77-j
12/1/77


PROPOSED F. A. URBAN
SYSTEM PROJECT
SALEM
FAU 1515
FAU 1520
FAU 1535
FAU 1540
FAU 1548
FAU 1565
FAU 1610
FAU 1650
FAU 1660
FAU 1680
FAU 1690
FAP 26
FAP 47
FAS 5

FORM 81-734-3030

# OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

November 16, 1977

Salem, Oregon

FILE: Hold

FROM: Phillip O. Stearns
REGION II FEDERAL AID SPECIALIST

SUBJECT: Madrona Ave.-Ewald Ave.(Salem)
Pringle Road FAU 1575
Salem Urban Area

TO: Gerald W. Wimer
LOCAL PROGRAMS MANAGER

TO TERPIN 12-15-77

Attached are three copies of the project request for subject project along with the location prospectus, prospectus map, Authority for Survey, and letter of transmittal from Region to Frank Terpin.

The Project Environmental Assessment was given to Eddie Welsh for review and will be submitted to the Environmental Section. A copy is attached for your information.

The project appears on the SATS TIP and is recommended by Region Office.

Please forward the project through normal channels for approval.

POS/dea
Attach.

11-23-77
Received w/Jack Sallis
Dan Shuller. Sallis indicates
any designs or requirements are
have for Pedestrian facilities or
Includes only. Legal responsibility
remains w/ City, must State or
this section. However, they cannot
sign a License Agreement. J Kennet

Submit process

# FEDERAL AID PROJECT REQUEST

Date 9/30/77

Applicant Agency City of Salem

Request for: Off-System ____, FAS-C ____, FAUS X Project

Federal Aid Route No. FAU 1575 Route Name Pringle Road

Project Name Madrona Ave. - Ewald Ave. (Salem) Section

Project Length .23 Project Location (Attach sketch map)

Project Description Pedestrian Facility: The project consists of constructing a pedestrian facility with asphaltic concrete surface on existing right-of-way, built to the City of Salem standards.

Average Daily Traffic 1700 ADT Design Speed 25 mph (vehicular speed)

Complete Applicable Sections:

## I. ROADWAY DATA

1. Existing Roadway: (Attach sketch)

   Width 22' Travel Lanes 2 Shoulders 4'
   Medians No Parking No restrictions
   Sidewalks No
   Remarks

2. Desired Roadway Cross Section: (Attach sketch)

   Width same Travel Lanes same Shoulders east side: 6' ped. facil. west side: 4' gravel shld
   Medians Parking Restricted on East side
   Curbed Length Curb Radii
   Sidewalk/Bikeway 6' shoulder widening paved and striped with a 8" reflective wht. stripe
   Remarks

## II. RIGHT-OF-WAY DATA

1. Existing Right-of-Way:

   General Width 60' Minimum 60' Maximum 80'

2. Has right-of-way been acquired for this project subsequent to January 2, 1971?
   Yes ____ No X

3. Will additional right-of-way be needed? Yes ____ No X
   If answer is "yes," will cost of right-of-way be subject to Federal reimbursement? Yes ____ No ____
   Remarks

## III. TRAFFIC CONTROL DATA

1. Existing Signalization and Location:

   None

2. Proposed Signalization:

Location _____

Type _____
Phases _____
Type of Suspension _____
Interconnected _____
Remarks _____

3. Permanent Signing:

Include in project or by applicant? May be included in project

4. Permanent Striping:

Include in project or by applicant? By Applicant

IV. ILLUMINATION DATA

1. Existing Illumination and Location:

None

2. Proposed Illumination:

Location No Change
Type _____

Remarks _____

V. STRUCTURE DATA

1. Existing Structure:

Location None
Type _____
Approach Roadway Width _____ Shoulder Width _____
Length _____ Width _____
To remain in place? _____

2. Proposed Structure:

Location None

Approximate Size: Length _____ Width _____

Are sidewalk/bikeways desired: _____

Are any utilities to be attached to structure? _____

Are provisions for illumination desired? _____

Are there any unusual or complicating conditions? _____

Remarks _____

## VI. RAILROAD DATA

1. Are there any railroad crossings? Yes _____ No X

   Name of Railroad _____
   Existing Crossing Protection _____

2. Will existing railroad crossing be altered? No _____

   Remarks _____

## VII. ACTION PLAN REQUIREMENTS

During project development for Category 1, 2, and 3 projects, the city or county shall perform and document responsibilities as found indexed in the Oregon Action Plan, particularly Citizen Involvement and Participation; Environmental Aspects; and Public Hearing Requirements.

The OSHD Region Engineer will provide assistance, liaison and monitoring for these activities.

Responsible local office and party to be contacted for the following activities:

1. Citizen Involvement _____ Office
2. Environmental _____ Office
3. Public Hearing City of Salem Public Works Department Office

Remarks Restriction of parking will require the approval of the Citizen Advisory Traffic Commission and the Salem City Council. Citizen input will be invited at that time.

## VIII. GENERAL INFORMATION

1. Project preliminary engineering to be performed by:

   Applicant X State _____ Consultant _____

2. Project construction engineering to be performed by:

Applicant X State _____ Consultant _____

3. Will applicant perform any work prior to or after award of contract?
Yes X No _____
If "yes," describe briefly: Striping and signing of the pedestrian facility.

4. Applicant's estimate of cost for requested project:

| | |
|---|---|
| Roadway Work | $ 11,400 |
| Right-of-way costs (if participating) | |
| Traffic control | |
| Illumination | |
| Structures | |
| Railroad | |
| Other _____ | |
| Preliminary engineering | 600 |
| PROJECT TOTAL | $ 12,000 |

Remarks _____

THIS APPLICATION IS AN OFFICIAL REQUEST FROM:

CITY OF Salem and/or _____ COUNTY

By [signature], Mayor

By Patricia Wolfe
Deputy City Recorder

By _____

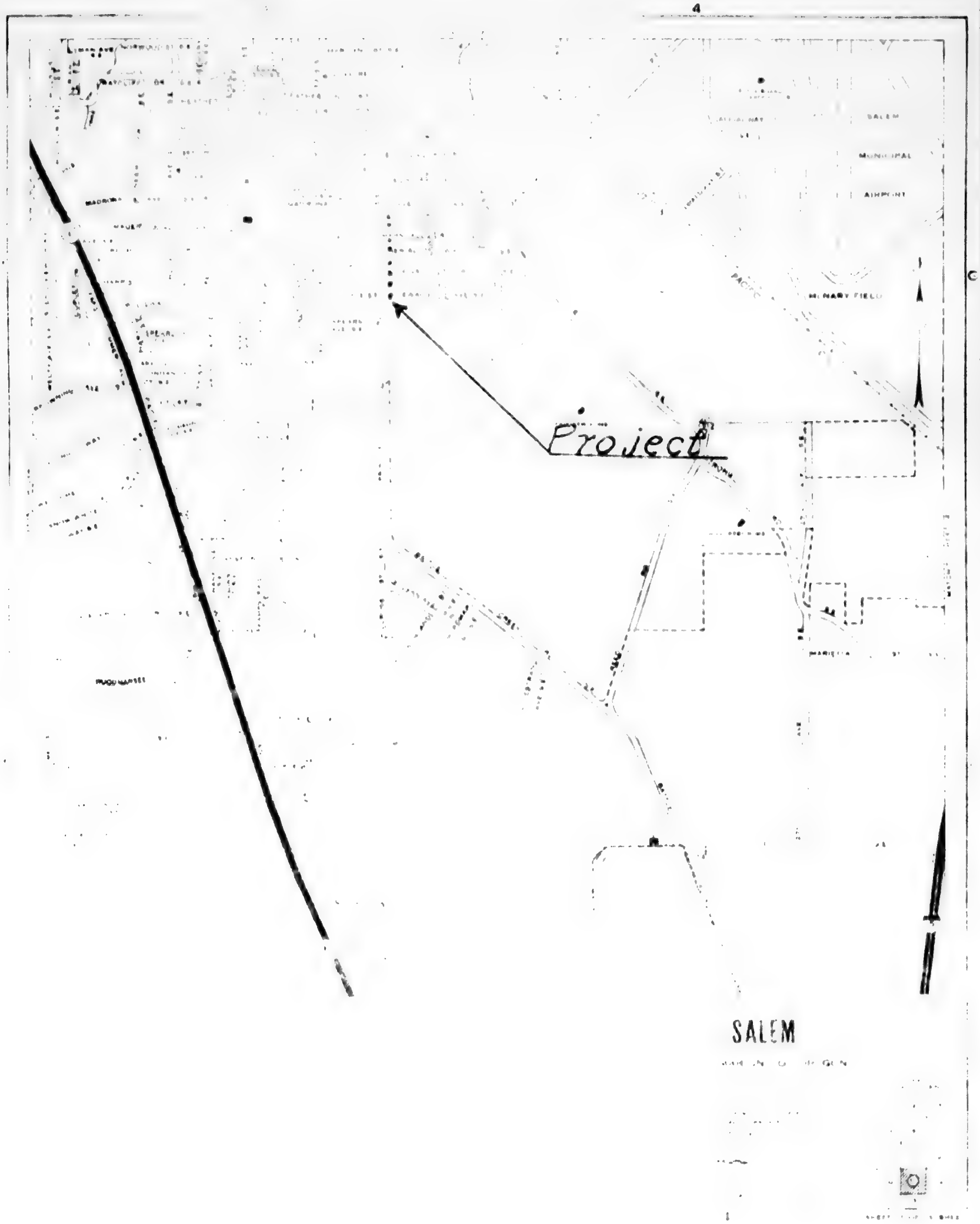
By _____

By _____

(1974)

# PRINGLE ROAD

Existing Section


Project
SALEM

OREGON STATE HIGHWAY DIVISION
PROJECT ASSESSMENT
(Or Request)

PART 1. GENERAL INFORMATION

A. Project Identification:

Date 9/30/77

Section Pringle Road — Unit (if appl) Madrona-Ewald (Salem) Section

County Marion — City Salem

Highway FAU 1575 — City Hwy. No. FAU 1575

Termini: M.P.(if appl) Madrona Ave.-Ewald Ave. (Salem) Section — Length .23

Region 2 — Construction Estimate 12,000 (Total) Program Amount

B. Purpose of Project:

To provide a pedestrian facility for school children and others in the area surrounding Pringle Road. This facility will be used by children walking or cycling to Morningside Elementary School. Because of the narrow gravel shoulders, and speed of traffic, the proposed pedestiran facility will provide a safe means for the movement of children and others.

C. Origin & History of Project: Collectors and arterials, when annexed into the City of Salem, were not improved with curbs and sidewalks. These turnpike sections had narrow shoulders. A full improvement is very costly and cannot be supported by abutting residents. Seeking a less expensive way to provide a safer street to motorists and pedestrians, neighborhood groups and parent-teacher associations recommended that pedestrian facilities be one of Salem's highest priorities. A prioritized list of street facilities was compiled identifying traffic volumes, speed, width of streets, etc. This was adopted by the Citizen Advisory Traffic Commission, Salem Area Transportation Study, and the Salem City Council.

D. General Description of Project: This pedestrian facility will be a six foot asphaltic concrete shoulder mount adjacent to the roadway section separating the path and travel lane by an 8" wide white stripe. The length will be .23 miles on the east side of Pringle Road from Madrona Avenue to Ewald Avenue.

Right of Way: Additional anticipated No ; if yes, give approx. No. Parcels_____
Yes, No

Acres_____; Type of Relocation Req._____; No._____

Materials Source, Borrow, Waste Disposal Requirements, if any: Locally available asphaltic concrete and base rock. Minimal amounts of borrow or waste will be involved. The nature of the soil along the route makes balancing of cut and fill workable. Suitable nearby sites and readily available for disposal of waste.

Type of Structure(s):

None

Brief Description of River or Stream and Type of Involvement, if any:

Non anticipated

Local City, County or COG priorities of project: The City of Salem has declared that pedestrian facilities are one of the highest city priorities. Of the pedestrian facilities recommended by the Citizen Advisory Traffic Commission, Pringle Road was ranked 9th in importance.

HCA and/or OSHD approvals given, if any:

None

Location or Design Alternatives (identify and describe): Two alternatives within the existing right of way are: 1) No build, and 2) a full street improvement including curbs and sidewalks. The cost for this street section would be an obstacle for construction.

Other Descriptive Information or Comments:

Curbs and no shoulder would tend to expose non-motorized and pedestrian traffic to extreme danger.

(Use reverse side if necessary.)

PART II. ENVIRONMENTAL ASSESSMENT

A. Brief Environmental Setting of Project Area:

1. Natural:

The area traversed by the bikeway is in a typical suburban residential area. The geology is of the Columbia River group in which several flow layers of basalt capped the Salem Hills and adjacent uplands. The soil is a Silverton Silt Loam. The topography ranges from 250' to 300' above sea level. Flora and fauna in the area is largely domesticated species. No habitat exists in the area to be traversed by the bikeway.

2. Cultural:

This area has been designated residential on the Salem Area Comprehensive Plan map. Zoning covers single-family residential. The following utilities are available in this area: Northwest Bell Telephone, City Water and Sewer Service, Portland General Electric, and Northwest Natural Gas. No point sources of air pollution, noise pollution, or water quality will result from construction of this project.

B. Preliminary Assessment of Environmental Impacts:

1. Consequences and Significance of Right-of-Way Acquisition:

No additional right-of-way acquisition will be required.

2. Estimated Impact on Traffic Patterns:

Motorized and non-motorized vehicles/pedestrians will have separate roadways.

Consequences--Air Quality, Noise, Safety, etc.:

Conflicts between vehicles and bicycles, or pedestrains will be greatly minimized. Safety of bike riders and drivers will be enhanced. Smoother operation of vehicular traffic can result in less noise and air pollution.

3. Estimated Impact on Land Use:

None anticipated.

Consequences:

4. Expected Impact on Natural Ecological Resources:

None anticipated

Consequences:

5. Expected Impact on Natural Ecological Resources:

None anticipated

Consequences:

6. Preliminary Identification of Areas of Critical Concern:

None anticipated

7. Potential for Controversial Issues:

Restriction of parking may provide complaints from affected residents. Another potential concern is the placement of mail boxes along the route.

8. Potential for Consistency of Proposal With:

a. Clean Air Implementation Plans

The project will create a potential for an increase in non-motorized, hence quiet form of low air pollution traffic.

b. Noise Standards

See above

c. Water Quality Standards

No connection can be identified

d. Area Land Use and Transportation Plans, and Zoning

This project conforms to the Transportation Improvement Program of the Revised Year 2000 Transportation Plan, adopted by the Salem Area Transportation Study -- the Metropolitan Planning Organization.

C. Recommended Type of Action and Documentation:

----------MAJOR ACTION----------  ----NON-MAJOR ACTION-----

| SIGNIFICANT: | NON-SIGNIFICANT: | |
|---|---|---|
| ___ E.I.S. | ___ D & F Req.Dec. | ___ ASSESSMENT ONLY |
| ___ Section 4(1) | ___ Section 4(1) | ___ STATEWIDE ASSESSMENT |

Basis for Type of Action and Documentation:

1 ___ 2 ___ 3 ___ 4

FORM 81-734-3030

# OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

November 16, 1977

Salem, Oregon

FILE: Hold

FROM: Phillip O. Stearns
REGION II FEDERAL AID SPECIALIST

SUBJECT: 12th St.-Pringle Rd. (Salem)
Madrona Avenue FAU 1520
Salem Urban Area

TO: Gerald W. Wimer
LOCAL PROGRAMS MANAGER

TO TERPIN 12-15-77

Attached are three copies of the project request for subject project along with the location prospectus, prospectus map, Authority for Survey, and letter of transmittal from Region to Frank Terpin.

The Project Environmental Assessment was given to Eddie Welsh for review and will be submitted to the Environmental Section. A copy is attached for your information.

The project appears on the SATS TIP and is recommended by Region Office.

Please forward the project through normal channels for approval.

POS/dea
Attach.

11-25-77 Received w/Jack Sells
Don Shaffer. Sells indicates
any designs or requirements are
local pedestrian facilities are guides only.
legal responsibility remains w/City,
not State or this section. However,
I cannot sign as bikeway.
Zehner process

# FEDERAL AID PROJECT REQUEST

Date 9/30/77

Applicant Agency City of Salem
Request for: Off-System ____, FAS-C ____, FAUS X Project
Federal Aid Route No. FAU 1520 Route Name Madrona Avenue
Project Name 12th Street-Pringle Road (Salem) Section

Project Length .26$_{mi}$ (approximate) Project Location (Attach sketch map)
Project Description Pedestrian facility: the project consists of constructing a pedestrian facility with asphaltic concrete surface on existing right-of-way, built to the City of Salem standards.

Average Daily Traffic 4000 ADT Design Speed 25 mph (vehicular speed)

Complete Applicable Sections:

## I. ROADWAY DATA

### 1. Existing Roadway: (Attach sketch)

Width 22' Travel Lanes 2 Shoulders 6'
Medians ____ Parking Not restricted
Sidewalks none
Remarks

### 2. Desired Roadway Cross Section: (Attach sketch)

Width same Travel Lanes same Shoulders no. side: same
so. side: 6' ped. facil.
Medians none Parking Restricted on south side
Curbed no Length Curb Radii
Sidewalk/Bikeway 6' shoulder widening paved and striped with an 8" reflective wht. stripe
Remarks

## II. RIGHT-OF-WAY DATA

### 1. Existing Right-of-Way:

General Width 50' Minimum 50' Maximum 53'

2. Has right-of-way been acquired for this project subsequent to January 2, 1971?
Yes ____ No X

3. Will additional right-of-way be needed? Yes ____ No X
If answer is "yes," will cost of right-of-way be subject to Federal reimbursement? Yes ____ No ____
Remarks

## III. TRAFFIC CONTROL DATA

### 1. Existing Signalization and Location:

none

2. Proposed Signalization:

Location _____

Type _____
Phases _____
Type of Suspension _____
Interconnected _____
Remarks _____

3. Permanent Signing:

Include in project or by applicant? May be included in project

4. Permanent Striping:

Include in project or by applicant? by applicant

IV. ILLUMINATION DATA

1. Existing Illumination and Location:

none

2. Proposed Illumination:

Location no change
Type _____

Remarks _____

V. STRUCTURE DATA

1. Existing Structure:

Location None
Type _____
Approach Roadway Width _____ Shoulder Width _____
Length _____ Width _____
To remain in place? _____

2. Proposed Structure:

Location None

Approximate Size: Length _____ Width _____

Are sidewalk/bikeways desired: _____

Are any utilities to be attached to structure? _____

Are provisions for illumination desired? _____

Are there any unusual or complicating conditions? _____

Remarks _____

VI. RAILROAD DATA

1. Are there any railroad crossings? Yes _____ No X

Name of Railroad _____
Existing Crossing Protection _____

2. Will existing railroad crossing be altered? No _____

Remarks _____

VII. ACTION PLAN REQUIREMENTS

During project development for Category 1, 2, and 3 projects, the city or county shall perform and document responsibilities as found indexed in the Oregon Action Plan, particularly Citizen Involvement and Participation; Environmental Aspects; and Public Hearing Requirements.

The OSHD Region Engineer will provide assistance, liaison and monitoring for these activities.

Responsible local office and party to be contacted for the following activities:

1. Citizen Involvement _____ Office
2. Environmental _____ Office
3. Public Hearing City of Salem Public Works Department Office

Remarks The prohibition of parking must be approved by the Citizen Advisory Traffic Commission and the Salem City Council. Citizen input is invited at that time.

VIII. GENERAL INFORMATION

1. Project preliminary engineering to be performed by:

Applicant X State _____ Consultant _____

2. Project construction engineering to be performed by:

Applicant X State _____ Consultant _____

3. Will applicant perform any work prior to or after award of contract?
Yes X No _____
If "yes," describe briefly: Signing and striping of pedestrian facility

4. Applicant's estimate of cost for requested project:

| | |
|---|---|
| Roadway Work | $ 13,395 |
| Right-of-way costs (if participating) | |
| Traffic control | |
| Illumination | |
| Structures | |
| Railroad | |
| Other _____ | |
| Preliminary engineering | 705 |
| PROJECT TOTAL | $ 14,100 |

Remarks _____

THIS APPLICATION IS AN OFFICIAL REQUEST FROM:

CITY OF Salem and/or _____ COUNTY

By [signature], Mayor

By Patricia Wolfe
Deputy City Recorder

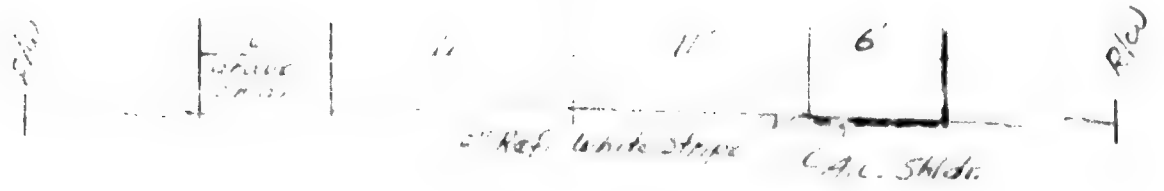
By _____

By _____

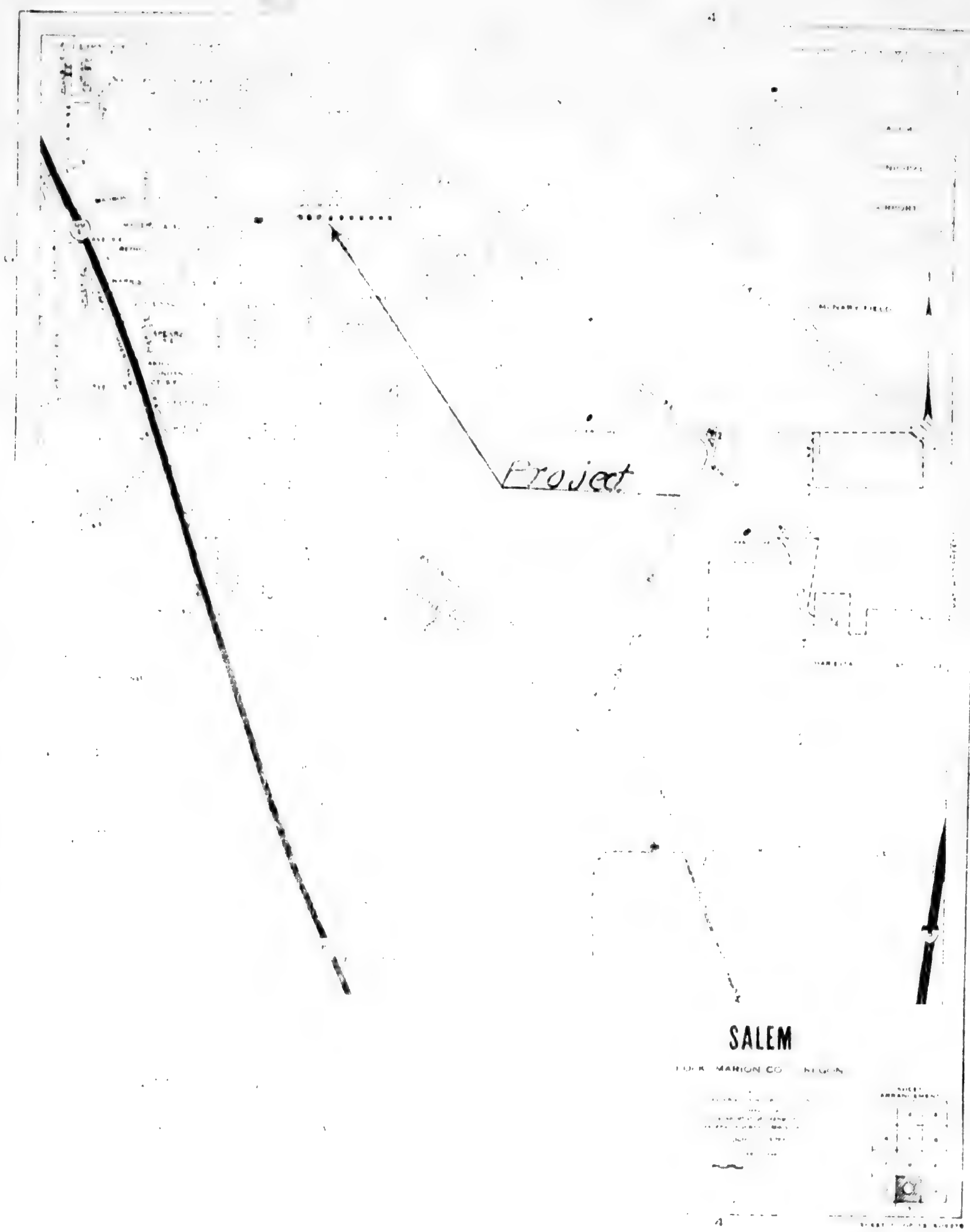
By _____

Existing Section

Restricted Parking




Proposed Section


Project
SALEM

OREGON STATE HIGHWAY DIVISION
PROJECT ASSESSMENT
(Or Request)

ART 1. GENERAL INFORMATION

A. Project Identification:

Date 9/30/77

Section Madrona Avenue — Unit (if appl) 12th St.-Pringle Rd.(Salem) Section

County Marion — City Salem

Highway FAU 1520 — City Hwy. No. FAU 1520

Termini: M.P.(if appl) 12th St.-Pringle Rd. (Salem) Section — Length .26 (approximate)

Region 2 — Construction Estimate 14,100 (total) Program Amount

B. Purpose of Project: To provide a pedestrian facility for school children and others in the area surrounding Madrona Avenue. This facility will be used by children walking or cycling to Morningside Elementary School. Because of inadequate facilities for pedestrians, the steep slope, and high speed of traffic, the proposed pedestrian facility will provide safety to children and others.

C. Origin & History of Project: Collectors and arterials, when annexed into the City of Salem, were not improved with curbs and sidewalks. These turnpike sections had narrow shoulders. A full improvement is very costly and cannot be supported by abutting residents. Seeking a less expensive way to provide a safer street to the motorist and pedestrian, neighborhood groups and parent-teacher associations recommended that pedestrian facilities be one of Salem's highest priorities. A prioritized list of street facilities was compiled identifying traffic volumes, speed, width of streets, etc., and was adopted by the Citizen Advisory Traffic Commission and the Salem City Council.

D. General Description of Project: This pedestrian facility will be a 6 foot asphaltic concrete shoulder pavement adjacent to the roadway section separating the path and travel la[illegible] by an 8" reflective white stripe. The length will be .26 miles on the southern side of [illegible]drona Avenue from 12th Street to Pringle Road.

[illegible] Existing X Combined

[illegible] Shldrs. 6' ; Parking not restricte[illegible]

[illegible] Shldrs. * ; Parking not restricte[illegible]

*no.; ped. fac.; no. spac[illegible]

[illegible] ; Projected ADT [illegible] ; Yr.

[illegible] ; Yr.

Right of Way: Additional anticipated No ; if yes, give approx. No. Parcels_____
Yes, No

Acres_____; Type of Relocation Req._____; No._____

Materials Source, Borrow, Waste Disposal Requirements, if any: Locally available asphaltic concrete and base rock. Minimal amounts of borrow or waste will be involved. The nature of the soil along the route makes balancing of cut and fill workable. Suitable nearby sites are readily available for disposal of waste.

Type of Structure(s):

none

Brief Description of River or Stream and Type of Involvement, if any:

none

Local City, County or COG priorities of project: The City of Salem has declared that pedestrian facilities are one of the highest city priorities. Of the pedestrian facilities recommended by the Citizen Advisory Traffic Commission, this section of Madrona Avenue was ranked second in importance.

FHWA and/or OSHD approvals given, if any:

none

Location or Design Alternatives (identify and describe): Two alternatives within the existing right-of-way are: 1) No build, and 2) a full street improvement including curbs and sidewalks. The cost for this street section would be an obstacle for construction.

Other Descriptive Information or Comments:

The existing street section is narrow. This stretch exposes the non-motorized and pedestrian traffic to extreme danger from high speeds of traffic.

## PART II. ENVIRONMENTAL ASSESSMENT

### A. Brief Environmental Setting of Project Area:

1. Natural: The area traversed by the bikeway is in a typical suburban residential area. The Geology is of the Columbia River Group in which several flow layers of basalt capped the Salem Hills and adjacent uplands. The soil is a combination of Nekia Silty Clay Loam and Silverton Silt Loam. The topography ranges from 325' (west) to 250' (east) above mean sea level.

   Flora and fauna in the area is largely domesticated species. No habitat exists in the area to be traversed by the bikeway.

2. Cultural:

   This area has been designated residential on the Salem Area Comprehensive Plan map. Zoning covers single family residential and Public Education southwest of Madrona Avenue and 12th Street. The following utilities are available in this area: Northwest Bell Telephone, City Water and Sewer Service, Portland General Electric, and Northwest Natural Gas. No point sources of air pollution, noise pollution or water quality will result from construction of this project.

B. Preliminary Assessment of Environmental Impacts:

1. Consequences and Significance of Right-of-Way Acquisition:

No additional right-of-way acquisition will be required.

2. Estimated Impact on Traffic Patterns:

Motorized and non-motorized vehicles/pedestrians will have separate roadways.

Consequences--Air Quality, Noise, Safety, etc.:

Conflicts between vehicles and bicycles, or pedestrians will be greatly minimized. Safety of bike riders and drivers will be enhanced. Smoother operation of vehicular traffic can result in less noise and air pollution.

3. Estimated Impact on Land Use:

None anticipated.

Consequences:

4. Expected Impact on Natural Ecological Resources:

None anticipated.

Consequences:

5. Expected Impact on Cultural Resources:

None anticipated.

Consequences:

6. Preliminary Identification of Areas of Critical Concern:

None anticipated.

7. Potential for Controversial Issues:

Restriction of parking may provide complaints from affected residents. Another potential concern is the placement of mailboxes along the route.

8. Potential for Consistency of Proposal With:

a. Clean Air Implementation Plans

The project will create a potential for an increase in non-motorized, hence a quiet form of low air pollution traffic.

b. Noise Standards

See above.

c. Water Quality Standards

No connection can be identified.

d. Area Land Use and Transportation Plans, and Zoning

This project conforms to the Transportation Improvement Program of the Revised Year 2000 Transportation Plan, adopted by the Salem Area Transportation Study -- the Metropolitan Planning Organization.

C. Recommended type of Action and Documentation:

----------MAJOR ACTION----------  ----NON-MAJOR ACTION-----

SIGNIFICANT:  NON-SIGNIFICANT:

___ D.A.E.I.S.  ___ P.A.F. Req.Dec.  ___ ASSESSMENT ONLY

___ Section 4(1)  ___ Section 4(1)  ___ STATEWIDE ASSESSMENT

Basis for Type of Action and Documentation:

Alternatives considered:  1  2  3  4

Form E-39 (Rev. 9-71)

OREGON STATE HIGHWAY DIVISION

# AUTHORITY FOR SURVEY

Section Madrona Ave.-Ewald Ave. (Salem)

Highway Pringle Road FAU 1575

County Marion

Date October 31, 19 77

Authorization No. 1

Survey Prefix 324-1931 (Assigned by Salem office)

Description of termini, route, length, etc.:

Northerly terminus is intersection of Madrona Ave. and Pringle Road. Route follows Pringle Road South to it's intersection with Ewald Avenue. Length 0.23 mile.

Purpose of survey:

Prepare plans, specifications and cost estimate for shoulder widening for a six foot pedestrian facility.

BWM-1575(1)
2-2-78

Estimate of cost:

| | | |
|---|---|---|
| Field | 901 | 100 |
| City | 903 | 600 |
| Design | 905 | 1,000 |
| Specifications | 921 | 200 |
| Environmental | 923 | 100 |

INSTRUCTIONS

Submit four copies to Salem. After approval by the Assistant State Highway Engineer, one copy will be sent to the Regional Engineer and one copy to the Resident Engineer.

**This form does not constitute authority for making survey until approved and returned.**

Submit separate order for each survey.

Total estimated cost of survey . . . . . $ 2,000

Previous authorization . . . . . .

Additional authorization requested . . . . . .

Additional authorization approved (Salem) . . . . . .

Total all authorizations approved (Salem) . . . . . .

Requests made by:

Richard E. Nelson Field Engineer

Recommended for Approval:

Regional Engineer

Recommended for Approval:

Frank E. Perkins Location Engineer

Approved:

Tech. Serv. Engr.

SP*23604-734

Form E-39 (Rev. 9-71)

PRS 0001

3

OREGON STATE HIGHWAY DIVISION

# AUTHORITY FOR SURVEY

Section 12th St.-Pringle Road (Salem) Date October 31, 1977

Highway Madrona Avenue, FAU 1520 Authorization No. 1

County Marion Survey Prefix 324-1932
(Assigned by Salem office)

Description of termini, route, length, etc.:

The westerly terminus is the intersection of 12th St. and Madrona Ave.. Route follows Madrona Ave. to the intersection of Pringle Road.
Length is 0.24 mile.

Purpose of survey:

Prepare plans, specifications and cost estimate for shoulder widening to provide a six foot pedestrian facility.

BWM-1520(1)
2-2-78

Estimate of cost:

| | | |
|---|---|---|
| Field | 901 | 100 |
| City | 903 | 750 |
| Design | 905 | 1,000 |
| Specifications | 921 | 250 |
| Environmental | 923 | 100 |

INSTRUCTIONS

Submit four copies to Salem. After approval by the Assistant State Highway Engineer, one copy will be sent to the Regional Engineer and one copy to the Resident Engineer.

**This form does not constitute authority for making survey until approved and returned.**

Submit separate order for each survey.

Total estimated cost of survey . . . . . $ 2,200

Previous authorization . . . . . .

Additional authorization requested . . . . . .

Additional authorization approved (Salem) . . . . . .

Total all authorizations approved (Salem) . . . . . .

Requests made by:

Richard E. Nelson Field Engineer

Recommended for Approval:

Regional Engineer

Recommended for Approval:

Frank E. Pierpoint
Location Engineer

Approved:

Tech. Serv. Engr. Assistant State Highway Engineer

SP*23604-734

M

1980 Boardman (N. Main St.) 9160
Sec. from Front St. to Columbia
Ave. (Gr. & Pav.)

Smead®
No. 2-152-5L
HASTINGS, MN - LOS ANGELES
LOGAN 04 - McGREGOR, TX U. S. A.

C&A 6893 2-26-79
6333 1-20-78

STATE COPY

jc cc: OSHD (L. W. Rulien)

U.S. Department of Transportation
Federal Highway Administration

## FINAL ACCEPTANCE REPORT

| REGION NO. | REPORT NO. | COUNTY | DIVISION |
|---|---|---|---|
| 10 | 21 | Multnomah | Oregon |

| DATE OF REPORT | REPORT MADE BY | PROJECT NO. |
|---|---|---|
| 6/4/87 | Larry Heil, Assistant Area Engineer | I-205-7(75)312 |

| COMPLETION DATE (Actual) | ACCEPTANCE DATE BY CONRTACT AGENCY | TIME ELAPSED | CONTRACT TIME |
|---|---|---|---|
| 9/2/81 | 2/19/82 | 289 % | November 30, 1980 |

LOCATION: SEE BELOW

The FHWA-47, Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds, has been submitted. (Projects over $500,000)
A copy of the State's materials certificate is attached to the Division office copy of this report.
There is compliance with section 1.23 of the Regulations pertaining to encroachments on the right-of-way.

REMARKS: *The project has been completed in reasonably close conformity with the approved plans and specifications including authorized changes and extra work.*

**MULTNOMAH COUNTY MAINTENANCE & OPERATIONS FACILITY, PHASE II**
**Precast Building Members**

This project is the second of three to construct a new operations and maintenance facility for Multnomah County as a part of the functional replacement of the Rocky Butte jail and shops displaced by I-205. The first contract was for the excavation of the site. The third contract was to complete the building and site work. This Phase II contract was to furnish and erect the precast building elements.

The Phase II contract was awarded to Morse Brothers Prestress, Inc. on 4/25/80. Work started 7/7/80 and was completed 9/2/81. The final cost of $3,041,910 represents no significant change from funds authorized. Approximately $2,206,360 of this amount is chargeable to Federal-aid funds. There were no contract claims.

- LMH -

RECEIVED
STATE HWY ENGR
JUL 9'87
REFER TO
FOR

| ACCEPTANCE OF PROJECT IS RECOMMENDED | | ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION | |
|---|---|---|---|
| SIGNATURE: Clifford T. Christianson | | SIGNATURE: [signature] | |
| TITLE: Area Engineer | DATE: 7/8/87 | TITLE: District Engineer A | DATE: 7/8/87 |

Form 734-1191 (Rev. 5/77)

**OREGON STATE HIGHWAY DIVISION**

# REQUEST FOR OUTSIDE BILLING

(OR ADVICE OF CASH TRANSACTION)

| DATE | BILLING REQ. NO. | YOUR ORDER NO. | CREDIT DISTRIBUTION |
|---|---|---|---|
| 8-10-81 | CC 81-44 | | 325-1462-295<br>325-1070-295 |

**BILL TO:** Code:

City of Boardman

City Hall

Boardman, Oregon 97818

Attn: Mr. James D. Thompson, Director of Public Works

| DESCRIPTION: (Describe the service rendered, location, etc. Refer to agreements, letters and orders by which payer authorized the service.) | QUANTITY | UNIT PRICE | TOTAL PRICE |
|---|---|---|---|
| FINAL BILLING: N. Main Street (Boardman) Section, This is an OFF SYSTEMS Project No. SOS-2502(1) | | | |
| Project Cost | | | $84,102.47 |
| Less Federal Funds | | | 66,000.00 |
| Less SCA Funds | | | 18,102.47 |
| CITY COSTS | | | - 0 - 0 - |

(Please send copy of Itemized Statement with Billing)

| | | | |
|---|---|---|---|
| Advance Deposit Amount (SCA FUNDS) | $ 18,400.00 | Amount Due | $ |
| Advance Deposit Previously Transferred to Highway Fund | $ 14,400.00 | Submitted by: | Harold Reynoldson<br>Harold Reynoldson |
| Balance | $ 4,000.00 | | |
| Transfer to Highway Fund | $ 3,702.47 | | |
| Refund Due | $ | Approved: | ORIGINAL SIGNED BY D. E. SWAN<br>D. E. Swan |
| Partial or final request for billing | FINAL | | |
| Number of the previous request in connection with this service. | CC 2054 | | |

SP*35736-734

Form 734-1191 (Rev. 5/77)

**OREGON STATE HIGHWAY DIVISION**

# REQUEST FOR OUTSIDE BILLING

(OR ADVICE OF CASH TRANSACTION)

| DATE | BILLING REQ. NO. | YOUR ORDER NO. | CREDIT DISTRIBUTION |
|---|---|---|---|
| 8-10-81 | CC 81-44 | | 325-1708-900 (49) (SCA) |

**BILL TO:** Code:

State Highway Division

c/o Ledgers and Revenue

Salem, Oregon 97310

| DESCRIPTION: (Describe the service rendered, location, etc. Refer to agreements, letters and orders by which payer authorized the service.) | QUANTITY | UNIT PRICE | TOTAL PRICE |
|---|---|---|---|
| FINAL BILLING: N. Main Street (Boardman) Section. This is an OFF SYSTEMS Project No. SOS-2502(1)<br><br>Transfer from Highway Advance Deposit back to SCA Funds. | | | |

Advance Deposit Amount ..... $

Advance Deposit Previously Transferred to Highway Fund ..... $

Balance ..... $

Transfer to Highway Fund ..... $

Refund Due ... (SCA) ..... $ 297.53

Partial or final request for billing FINAL

Number of the previous request in connection with this service. CC 2054

Amount Due . . . . . $

Submitted by:

Harold Reynoldson

Harold Reynoldson

Approved ORIGINAL SIGNED BY D. E. SWAN

D. E. Swan

SP*35736-734

OREGON STATE HIGHWAY DIVISION

**ITEMIZED STATEMENT OF FINAL COSTS** **DATE:** 8-10-81

**CITY** BOARDMAN **Contract No.** 9160 **Date Completed** 7-30-80

**PROJECT #** SOS-2502(1) **Section** N. Main Street (Boardman)

**PAYMENTS TO CONTRACTOR**

| ITEM | TOTAL COST |
|---|---|
| P.E. COSTS | $ 4,562.65 |
| Payment to Contractor | $71,433.31 |
| SFO #1 - Striping | 176.59 |
| Engineering | 7,929.92 |
| | $79,539.82 |
| Total Project Costs | $84,102.47 |
| Less Federal Funds | 66,000.00 |
| Less SCA Funds | 18,102.47 |
| NO CITY COSTS | - 0 - - 0 - |

**Reference:** Billing Form CC 81-44

## STATEMENT OF COSTS INCURRED UNDER PROJECT AGREEMENT

| ITEM NO. | ITEM | QUANTITY | UNIT | UNIT PRICE | AMOUNT | NOTATIONS *(Payee must not use this column)* |
|---|---|---|---|---|---|---|
| | ~~CHAPMAN JCT. MAIN ST. SECTION~~<br>N MAIN CITY STREET<br>MORROW COUNTY | | | | | |
| | TYPE CODE 6201<br>CONSTRUCTION<br>TYP CODE (STA 1+25 TO 13+50)<br>ALTERNATE 'A' | | | | | |
| | FINAL CONTRACT PAYMENT SUMMARY | LUMP SUM | | | 71,416.96 | |
| | SPL#1 PERMANENT PAVEMENT STRIPING | ALL REQUIRED | | | 176.59 | 71,433.31 Corr |
| | TOTAL PARTICIPATING CONSTRUCTION COST | | | | 71,593.55 | |
| | CONSTRUCTION ENGINEERING<br>STATE | ALL REQUIRED | | | 3,253.35 | |
| | TOTAL PARTICIPATING COST | | | | 74,846.90 | |
| | NON-PARTICIPATING COST<br>INTEREST ON FINAL PAYMENT | ALL REQUIRED | | | 16.36 | |
| | CONSTRUCTION ENGINEERING | ALL REQUIRED | | | 4,963.38 | |
| | TOTAL NON-PARTICIPATING COST | | | | 4,979.73 | |
| | TOTAL PROJECT COST | | | | 79,526.63 | |
| | PREPARED BASED ON PARTICIPATING CASH SHOW ON FEDERAL BILLING AS OF 4-29-81. | | | | | |
| | AMOUNT CARRIED FORWARD | | | | | |

GPO 944 893

MEMORANDUM

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

# FINAL VOUCHER FOR PAYMENT UNDER 23 U.S.C. 117

| | |
|---|---|
| D.O. VOUCHER NO. | |
| STATE VOUCHER NO. | |
| DATE | |
| FHWA SCHEDULE NO. | |
| PAID BY | |

Appropriation:

The United States, Dr., TO TREASURER OF THE STATE OF OREGON

Address CAPITOL BLDG - SALEM OR 97310

| | |
|---|---|
| STATE | FEDERAL AID PROJECT NO. SOS-2502(1) |
| PROGRAM APPROVED | VOUCHER PERIOD From: FEB 18, 1980 To: FEB 17, 1981 |

FINANCIAL DATA

| TOTAL ACTUAL COST | TOTAL PARTICIPATING COST | PRO-RATA OF PARTICIPATING COST CLAIMED FROM U.S. | TOTAL AMOUNT CLAIMED FROM U.S. | LESS PREVIOUS PAYMENTS | NET AMOUNT CLAIMED |
|---|---|---|---|---|---|
| | | | *FEDERAL FUNDS FIXED AMOUNT 66,000.00 | | |
| 79,526.63 | 74,846.90 | .884 | 66,000.00 | 66,000.00 | -0- |

| | DATE | BY |
|---|---|---|
| RECEIVED IN FHWA DIVISION OFFICE | | |
| FHWA REVIEW PERFORMED | | |
| PASSED FOR PAYMENT | | Oregon |
| FORWARDED BY FHWA DIVISION OFFICE | V.E. Skoog, Controller | 5/22/31 |

-0-

Form FHWA-1447A (4-78) PREVIOUS EDITIONS ARE OBSOLETE

| | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | 325 | 1066 | 270 | 01 | P | 1 | | | | | | | |
| | 325 | 1066 | 296 | 00 | N | 9 | | | 522.25CR | | 1,761.77CR | 78 | 80 |
| | 325 | 1066 | 298 | 00 | N | 9 | | | 522.29 | | 1,761.77 | 78 | 80 |
| | 325 | 1066 | 920 | 00 | P | 1 | | | | | 13.43 | 78 | 78 |
| | | | TOT | P1 | | | | | 520.86 | | 1,761.77 | | |
| | | | ** JOB TOTALS ** | | | | | ** | 520.86 | ** | 1,761.77 | ** | |

BOARDMAN(N MAIN ST) CONT NO 9160 * FA PROJ NOS SOS 502001 100 STATE

| | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | 325 | 1070 | 201 | 00 | P | 1 | | | 71,416.96 | | 71,416.96 | 80 | 81 |
| | 325 | 1070 | 206 | 00 | N | 1 | | | 16.35 | | 16.35 | 81 | 81 |
| | 325 | 1070 | 270 | 01 | P | 1 | | | 176.59 | | 176.59 | 80 | 80 |

TOTAL TO DATE JOB COST SUMMARY JUNE 1981 PAGE 239

| DESCRIPTION OF JOB OR DEPARTMENT | PREFIX | | FUNCTION | | | GR | CURRENT MONTH | | FISCAL YEAR TO DATE | | GRAND TOTAL | | ACTIVE YES |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | 325 | 1070 | 295 | 00 | N | 9 | | | 18,[illegible] | | [illegible] | [illegible] | [illegible] |
| | 325 | 1070 | 296 | 00 | N | 9 | | | 80,[illegible]CR | | [illegible]CR | [illegible] | [illegible] |
| | 325 | 1070 | 298 | 00 | N | 9 | | | 60,[illegible] | | 60,[illegible] | [illegible] | [illegible] |
| | 325 | 1070 | 900 | 00 | P | 1 | | | 3,[illegible] | | [illegible] | [illegible] | [illegible] |
| | 325 | 1070 | 900 | 00 | N | 1 | | | 4,[illegible] | | 4,[illegible] | [illegible] | [illegible] |
| | 325 | 1070 | 920 | 00 | N | 1 | | | [illegible] | | [illegible] | [illegible] | [illegible] |
| | 325 | 1070 | 945 | 00 | N | 1 | | | [illegible] | | [illegible] | [illegible] | [illegible] |
| | 325 | 1070 | 948 | 00 | N | 1 | 13.19 | | [illegible] | | [illegible] | 81 | 81 |
| | | | TOT | P1 | | | | | 74,[illegible] | | 74,[illegible] | | |
| | | | TOT | N1 | | | 13.19 | | 4,[illegible] | | 4,[illegible] | | |
| | | | ** JOB TOTALS ** | | | | 13.19 | ** | 79,539.82 | ** | 79,539.82 | ** | |

CHANGE TO 326-1025 CONT NO 8694 * FA PROJ NOS XI 000003 100 XI 70[illegible] STATE

| | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | 326 | 1001 | 201 | 00 | P | 1 | | | | | 92.[illegible] | | |
| | 326 | 1001 | 201 | 00 | N | 1 | | | | | [illegible]CR | | |
| | 326 | 1001 | 206 | 00 | N | 1 | | | | | | | |
| | 326 | 1001 | 296 | 00 | N | 9 | | | 48,000.00CR | | 141,[illegible]CR | | |
| | 326 | 1001 | 297 | 00 | N | 9 | | | 48,000.00 | | [illegible] | | |
| | 326 | 1001 | 298 | 00 | N | 9 | | | | | 79,[illegible] | | |
| | 326 | 1001 | 900 | 00 | P | 1 | | | 4.12CR | | [illegible] | | |
| | 326 | 1001 | 900 | 00 | N | 1 | | | | | [illegible] | | |
| | 326 | 1001 | 915 | 00 | P | 1 | | | | | [illegible] | | |
| | 326 | 1001 | 920 | 00 | P | 1 | | | | | [illegible] | | |
| | 326 | 1001 | 945 | 00 | P | 1 | | | | | [illegible] | | |
| | | | TOT | P1 | | | | | 4.12CR | | 93,221.05 | | |
| | | | TOT | N1 | | | | | | | [illegible]CR | | |
| | | | ** JOB TOTALS ** | | | | | ** | 4.12CR | ** | 93,173.69 | ** | |

00164900000063081 CONT NO FA PROJ NOS M 00C001 100 STATE

| | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | 326 | 1002 | 295 | 00 | N | 9 | | | 9.46 | | 9.46 | 81 | 81 |
| | 326 | 1002 | 296 | 00 | N | 9 | | | 123.75CR | | 123.[illegible]CR | [illegible] | [illegible] |
| | 326 | 1002 | 298 | 00 | N | 9 | | | 114.29 | | 114.[illegible] | [illegible] | [illegible] |
| | 326 | 1002 | 900 | 00 | P | 1 | | | | | | | |

| DESCRIPTION OF JOB OR DEPARTMENT | PREFIX | | FUNCTION | GR | CURRENT MONTH | | FISCAL YEAR TO DATE | | GRAND TOTAL TO DATE | |
|---|---|---|---|---|---|---|---|---|---|---|
| | | | ** JOB TOTALS ** | | | ** | | ** | 469.76 | ** |
| BELMONT RD-HOOD RIVER HWY | CONT NO | | FA PROJ NOS | | | | | | | STATE |
| | 314 | 1497 | 901 | 00 | 76.02 | | 3,044.48 | | 7,719.33 | |
| | 314 | 1497 | 909 | 00 | 13.25 | | 1,933.90 | | 1,9[illegible] | |
| | 314 | 1497 | 910 | 00 | | | 97.56 | | 1[illegible] | |
| | 314 | 1497 | 911 | 00 | | | 294.34 | | 3[illegible] | |
| | 314 | 1497 | 913 | 00 | 2.62 | | 290.82 | | 3[illegible] | |
| | 314 | 1497 | 914 | 00 | 5.86 | | 212.35 | | 212.35 | |
| | 314 | 1497 | 950 | 00 | | | 110.81 | | 110.81 | |
| | | | ** JOB TOTALS ** | | 97.75 | ** | 5,989.26 | ** | 10,7[illegible] | ** |
| 00164900000063081 | CONT NO | | FA PROJ NOS | | | | | | | STATE |
| | 320 | 1452 | 901 | 00 | | | 67.80 | | 122.54 | |
| | 320 | 1452 | 905 | 00 | | | 627.82 | | 1,2[illegible] | |
| | 320 | 1452 | 910 | 00 | | | | | [illegible] | |
| | 320 | 1452 | 921 | 00 | | | 405.07 | | 4[illegible] | |
| | 320 | 1452 | 922 | 00 | | | 21.22 | | 21.22 | |
| | | | ** JOB TOTALS ** | | | ** | 1,121.91 | ** | 2,318.99 | ** |
| 00164900000063081 | CONT NO | | FA PROJ NOS | | | | | | | STATE |
| | 321 | 1490 | 905 | 00 | | | | | 1.50 | |
| | 321 | 1490 | 921 | 00 | | | | | 96.37 | |
| | | | ** JOB TOTALS ** | | | ** | | ** | 97.87 | ** |
| 00164900000063081 | CONT NO | | FA PROJ NOS | | | | | | | STATE |
| | 321 | 1497 | 901 | 00 | | | 83.44 | | 2,462.94 | |
| | 321 | 1497 | 905 | 00 | | | 3.00 | | [illegible] | |
| | 321 | 1497 | 910 | 00 | | | | | [illegible] | |
| | 321 | 1497 | 921 | 00 | | | 174.23 | | 3[illegible] | |
| | 321 | 1497 | 922 | 00 | | | | | 17.53 | |
| | | | ** JOB TOTALS ** | | | ** | 260.67 | ** | 4,492.37 | ** |
| 00164900000063081 | CONT NO | | FA PROJ NOS | | | | | | | STATE |
| | 325 | 1462 | 901 | 00 | 5.79 | | 206.29 | | 377.74 | |
| ? | 325 | 1462 | 905 | 00 | | | 4.50 | | 1,0[illegible] | |
| Bozeman | 325 | 1462 | 910 | 00 | 6.76 | | 431.41 | | 5[illegible] | |
| | 325 | 1462 | 911 | 00 | | | 9.85 | | [illegible] | |
| | 325 | 1462 | 918 | 00 | | | | | 1,5[illegible] | |
| | 325 | 1462 | 921 | 00 | | | | | 667.41 | |
| | 325 | 1462 | 922 | 00 | | | | | 24.28 | |
| | 325 | 1462 | 923 | 00 | | | | | 256.40 | |
| | | | ** JOB TOTALS ** | | 12.55 | ** | 652.05 | ** | 4,562.65 | ** |

(3)

VICTOR ATIYEH
GOVERNOR

# *Department of Transportation*

## HIGHWAY DIVISION

TRANSPORTATION BUILDING, SALEM, OREGON 97310
TOLL FREE: 1-800-452-7813 Ext. 86232

In Reply Refer to
File No.: CON

April 15, 1981

Inland Empire Bank
P.O. Box 230
Boardman, OR 97818

Re: N. Main St., Boardman
SOS-2502(1)

Enclosed please find your expired Letter of Credit for N. Main St. in the City of Boardman, in the amount of $2,000.00. We did not need to draw on this Letter of Credit, as Special City Allotment funds were used to cover the City of Boardman's share.

Vernon E. Skoog
Controller

by Janice Peterson
Janice Peterson
Contract Accounting Supervisor

JP:cw

cc: Project Mgmt.-Harold Reynoldson
City of Boardman

Form 734-3122

Boardman

NARRATIVE REPORT

Boardman (N. Main St.) Sect.
City Street
Morrow County
Contract 9160
SOS-2502 (1)

This project was to widen and overlay a 1,300 foot section of North Main Street within the City of Boardman. It also required the construction of 1,200 feet of concrete curb.

Work began on this project 9 July 1980 and was completed 30 July 1980. Contract requirements specified this project should be completed by 5 August 1980 due to harvest complicts.

The work on this project proceeded smoothly once the contractor began. The shoulders were excavated and the areas prepared for the curb. Base rock and paving followed with very little hold-up or problems. The surfacing items were in square yards which greatly reduced the amount of State forces required to administer the job.

The only item which over-ran was the square yardage for the A. C. paving. The quantities listed for the project did not allow for intersecting streets or driveways. This was not a major problem, but is one that should be considered on future projects of this nature.

The original estimate of cost for this project was $81,690.48, including engineering. Final cost of this job is $79,668.65, including engineering, for a total under-run of 2.5%.

E. H. Neilsen
Asst. Resident Engineer

STATEMENT OF OVERRUNS & UNDERRUNS

Boardman (N. Main St.)
City Street
Morrow County
Contract 9160
Prefix 325-1070
SOS-2502(1)

| Item | Unit | Original Quantity | Semi-final Quantity | Percent + / - |
|---|---|---|---|---|
| Bid Items | $ | 70,645.40 | 72,535.92 | + 2.7% |
| Anticipated Items | $ | 700.00 | 0.00 | -100% |
| Contingencies | $ | 3,210.54 | 0.00 | -100% |
| Engineering | $ | 7,134.54 | 6,432.73 | - 9.9% |
| TOTAL: | | $ 81,690.48 | $ 78,968.65 | - 3.3% |

All substantial changes were evaluated and none were found to meaningfully affect the total project cost.

REPORT OF ACTION UNDER DELEGATED AUTHORITY BY

ASSISTANT STATE HIGHWAY ENGINEER

On behalf of the Commission and under authority delegated to me to accept contracts completed according to specifications, I accepted the following:

| Contractor and Contract No. | Section and County | Acceptance Date |
|---|---|---|
| R. A. Hatch Co.<br>No. 8987 | Silver Lake-Summer Lake<br>(M.P. 48.1 - M.P. 75.0)<br>Lake County | November 12, 1980 |
| A-1 Sandblasting & Steam Cleaning Co.<br>No. 9152 | Coast Fork Willamette River Br.<br>Lane County | November 13, 1980 |
| Elting, Inc.<br>No. 8709 | NE Marine Dr.-NE Failing St.<br>Multnomah County | November 13, 1980 |
| Interstate Slurry Seal, Inc.<br>No. 9170 | Castle Rock-Cedar Creek<br>(M.P. 4.8-M.P. 16.5)<br>Tillamook & Yamhill Counties | November 13, 1980 |
| Hertz Electric, Inc.<br>No. 8902 | Pendleton/John Day Hwy. @ SW 30th St. (Pendleton)<br>Umatilla County | November 13, 1980 |
| Grant County Redi-Mix<br>No. 9077 | Spray Rock Production<br>Wheeler & Grant Counties | November 18, 1980 |
| R. A. Hatch Co.<br>No. 9030 | Doherty Slide-Nevada State Line<br>Lake & Harney Counties | November 20, 1980 |
| Humbert Asphalting<br>No. 9092 | Paul Smith Rd.-S. Main St.<br>(Boardman)<br>Morrow County | November 21, 1980 |
| Rogers Construction, Inc.<br>No. 9160 | Boardman (N. Main St.)<br>Morrow County | November 24, 1980 |
| Hughes & Dodd Co.<br>No. 8991 | Buck Creek Road<br>Lake County | November 24, 1980 |
| Wildish Corvallis Construction Co.<br>No. 8976 | N. Albany, Santiam Hwy. & Lebanon Road Intchges.<br>Linn County | November 26, 1980 |

| Contractor and Contract No. | Section and County | Acceptance Date |
|---|---|---|
| Erosion Control, Inc. No. 9109 | Grayback Creek Section Josephine County | November 27, 1980 |
| S. D. Spencer & Son No. 8472 | S. Ashland Intchge.-Calif. State Line Jackson County | December 3, 1980 |
| Western Mixing Co., Inc. & N. Santiam Sand & Gravel Co., Inc. J.V. No. 8997 | Dodge Road-Estacada Clackamas County | December 4, 1980 |
| Roy E. Ladd, Inc. No. 9019 | Busway Rigid Frame (N. Banfield Intchge.) Multnomah County | December 4, 1980 |
| Ray E. Wells, Inc. No. 8917 | Kingwood St. (Florence) Lane County | December 4, 1980 |
| Hertz Electric, Inc. No. 9121 | Molalla Ave. @ Clairmont Way (Oregon City) Clackamas County | December 5, 1980 |
| Bracelin-Yeager Excav. & Trucking No. 9136 | Hemlock Ave.-8th Terrace (Coos Bay) Coos County | December 5, 1980 |
| Douglas S. Coats, Inc. No. 9112 | Willow Creek Bridge Morrow County | December 5, 1980 |
| D & D Paving Co. No. 9097 | Airport Rd. @ Salmon River Hwy. Yamhill County | December 5, 1980 |
| Douglas S. Coats,Inc. No. 9165 | Catherine Creek (Wilkinson Rd.) Br. Union County | December 5, 1980 |
| Horton Bros., Inc. No. 9172 | Rocky Point-M.P. 310.07 Curry County | December 5, 1980 |
| Eugene Sand & Gravel, Inc. No. 9192 | Coburg (Stuart Way) Lane County | December 8, 1980 |
| Douglas S. Coats,Inc. No. 9094 | Willow Creek (Glenn Rd.) Bridge Union County | December 9, 1980 |

December 10, 1980

For C. T. Keasey
Asst. State Highway Engineer

December 5, 1980

Safeco Insurance Company of America
1500 S.W. First Avenue
Portland, OR 97201

CON 5
#9160

Gentlemen:

On November 25, 1980, we wrote to you concerning release of final payment on Contract No. 9160 awarded to Rogers Construction, Inc., for work on North Main Street in Boardman, Morrow County.

Final payment on this contract is $490.57 and the total contract amount is $71,416.96. No work was performed under force account.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

dmc
cc: Rogers Construction, Inc.
P. O. Box 730
Umatilla, OR 97882

bc: C. T. Keasey
Walt Hart
W. E. Schwartz

FORM 734-3001

OREGON STATE HIGHWAY DIVISION

# FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

| | | |
|---|---|---|
| SECTION: Boardman (N. Main St.) | | WEEK ENDING: 8/8/80 |
| | | SECTION PREFIX: 325-1070-900 |
| HIGHWAY: City Street | | COUNTY: Morrow |
| NAME OF JOB: Boardman (N. Main St.) | KIND OF WORK: Grading & Paving | |
| CONTRACTOR: Rogers Const. | CONTRACT NUMBER: 9160 | FEDERAL AID PROJECT NUMBER: SOS-2502(1) |
| DATE OF CONTRACT: 7/1/80 | DATE WORK STARTED: 7/9/80 | ESTIMATED COMPLETION DATE: 7/30/80 |
| AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 0 SUPERVISION: 0 | SPECIFIED WORK DAYS | WORK DAYS USED |
| | SPECIFIED CALENDAR DAYS | CALENDAR DAYS USED |
| PROJECT AUTHORIZATION: $81,690.48 | SPECIFIED COMPLETION DATE: 8/5/80 | PERCENT OF TIME ELAPSED |
| EXCLUSIVE OF ENGINEERING: $74,555.94 | ENGINEERING AUTHORIZATION $7,134.54 | PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100 |
| ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $74,555.94 | ENGINEERING COST TO DATE $2,565.68 | PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 100 |
| ESTIMATED PERCENT: OVERRUN / UNDERRUN: 0 % | PERCENT OF AUTHORIZATION: 36 % | DATE PROJECT WAS COMPLETED: 7/30/80 |

## ESTIMATED PERCENT COMPLETE (ROADWORK)

| CLEARING | DRAINAGE | GRADING | BASE | OIL AND/OR PAVE. | MAT'L. PROD | curbs | |
|---|---|---|---|---|---|---|---|
| | | 100 | 100 | 100 | | 100 | |

| | GRADING | SURFACING | MAINTENANCE MATERIALS | OIL & BITUMINOUS MACADAM | PAVING |
|---|---|---|---|---|---|
| MILES IN PROJECT | | | | | |
| MILES PARTIALLY COMPLETED | | | | | |
| MILES COMPLETED | | | | | |
| TOTAL ESTIMATED QUANTITIES (CONTRACT) | all | 1500 SY | | | 5800 SY |
| TOTAL QUANTITIES CORRECTED TO DATE | | 1490 SY | | | 6266 SY |
| ESTIMATED QUANTITIES MOVED OR PLACED TO DATE | all | 1490 SY | | | 6266 SY |
| AVERAGE DAILY QUANTITIES | | | | | |
| AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME | | | | | |
| NUMBER OF SHIFTS PER DAY | 0 | 0 | | | 0 |
| HOURS PER SHIFT | 0 | 0 | | | 0 |

EQUIPMENT USED DURING THE WEEK:

none

## ESTIMATED PERCENT COMPLETE (STRUCTURES)

| BRIDGE NO. | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| PERCENT | | | | | | | | |

| | WEATHER | WORK DAYS CHARGED | HOURS DELAY | CAUSE OF DELAY |
|---|---|---|---|---|
| SUNDAY Aug. 3 | | | | |
| MONDAY 4 | | | | |
| TUESDAY 5 | | | | |
| WEDNESDAY 6 | | | | |
| THURSDAY 7 | | | | |
| FRIDAY 8 | | | | |
| SATURDAY 9 | | | | |

RECEIVED
Richards
Berg
Inions

| GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK | |
|---|---|
| SUNDAY | |
| MONDAY | |
| TUESDAY | |
| WEDNESDAY | |
| THURSDAY | |
| FRIDAY | |
| SATURDAY | |

**REMARKS**

No activity. Project complete. Semi-final work in progress. Final Report.

SIGNED E.M. Neilsen LOCATION Herm'ston

PRIME RESIDENT SUBMIT 2 COPIES WHEN BRIDGES AND GRADING BOTH ARE INVOLVED SUBMIT 3 COPIES

SP-F216

OMB No. 04-R2089

| TO BE COMPLETED BY FHWA<br>MONTHLY TRANSACTION NO. | U.S. DEPARTMENT OF TRANSPORTATION<br>FEDERAL HIGHWAY ADMINISTRATION | State |
|---|---|---|
| S-50 | **FEDERAL-AID PROJECT AGREEMENT** | County Morrow |
| | | Project No. SOS-2502 (1) |

**The State, through its Highway Agency,** having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

Boardman (N. Main St.)

| PROJECT CLASSIFICATION OR PHASE OF WORK | EFFECTIVE DATE OF AUTHORIZATION | APPROXIMATE LENGTH *(Miles)* |
|---|---|---|
| HIGHWAY PLANNING AND RESEARCH (HP & R) | | |
| PRELIMINARY ENGINEERING | | |
| RIGHTS-OF-WAY | | |
| CONSTRUCTION | 2-15-80 | 0.232 |
| OTHER *(Specify)* | | |

FUNDS Pro Rata 88.15%

| ESTIMATED TOTAL COST OF PROJECT | FEDERAL FUNDS |
|---|---|
| $ 81,691.00 | $ 66,000.00 |

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
*(Official name of Highway Agency)*

By _____

Assistant State Highway Engineer
*(Title)*

By XX For: H.S. Coulter

State Highway Engineer
*(Title)*

By _____

*(Title)*

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By _____
*(Division Administrator)*

For: R.L. Green

Date executed by Division Administrator 7-21-80

Form PR-2 (Rev. 10 75) PREVIOUS EDITIONS ARE OBSOLETE

## AGREEMENT PROVISIONS

**1. RESPONSIBILITY FOR WORK**

a. Except for projects constructed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

b. With regard to projects performed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in accordance with the terms of its approved Certification, or exceptions thereto as may have been approved by the Federal Highway Administration.

**2. HIGHWAY PLANNING AND RESEARCH (HP&R) PROJECT.** The State highway agency will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

**3. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY.** In the event that actual construction of a road on this right-of-way is not undertaken by the close of the tenth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement

**4. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES.** In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

**5. INTERSTATE SYSTEM PROJECT.** (a) The State highway agency will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway agency will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of way of the interstate system. (c) The State highway agency will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

**6. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT.** (a) This project authorized pursuant to 23 U.S.C. 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway agency, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 U.S.C. 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

**7. STAGE CONSTRUCTION.** The State highway agency agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHTO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation..

**8. BOND ISSUE PROJECT.** Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 U.S.C. 122, for retiring maturities of the principal indebtednesss of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by 23 CFR Part 140, Subpart F, and Volume 1, Chapter 4, Section 8 of the Federal-Aid Highway Program Manual or the alternative State procedure set forth in the State's Certificate, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway agency for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

**9. SPECIAL HIGHWAY PLANNING AND RESEARCH PROJECT.** The State Highway agency hereby authorizes the Federal Highway Administration to charge the State's pro rata share of costs incurred against funds apportioned to the State under 23 U.S.C. 307 (c), as amended. In the event a project is financed with both Federal-aid funds and State matching funds, the State agrees to advance to The Federal Highway Administration the State matching funds for its share of the estimated cost. For a National Pooled Fund study, the State hereby assigns its responsibility for the work to the Federal Highway Administration. For an Intra-Regional Cooperative Study, the State hereby assigns its responsibility for the work to the lead State for the study.

**10. PARKING REGULATION AND TRAFFIC CONTROL.** The State highway agency will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the local unit of Government referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration, unless the State determines, and the Division Administrator concurs, that the local unit of Government has a functioning traffic engineering unit with the demonstrated ability to apply and maintain sound traffic operations and control

Oregon State Highway Division
Salem, Oregon, July 14, 1980

Federal Aid Project
No. 505-2502 (1)

Boardman (N. Main St.) Section
N. Main City Street
Morrow County

Project agreement estimate.

Type Code 6201
Roadway (Sta. 1+25 to Sta. 13+50)
Alternate "A"

| | | | |
|---|---|---|---|
| Mobilization | All Required | | $ 1,500.00 |
| Temporary Protection and Direction of Traffic | All Required | | 1,000.00 |
| Temporary Signs | 238 Sq. Ft. | | 1,904.00 |
| Temporary Barricades | 6 Each | 100.00 | 600.00 |
| Flagmen | 130 Hour | 25.00 | 3,250.00 |
| Earthwork | All Required | | 5,000.00 |
| Aggregate BAse | 1,500 Sq. Yd. | 6.70 | 10,050.00 |
| Class "B" Asphalt Concrete, 4-inches thick | 5,800 Sq. Yd. | 7.20 | 41,760.00 |
| Concrete Curbs | 1,298 Lin. Ft. | 4.30 | 5,581.40 |

Anticipated Items

| | | | |
|---|---|---|---|
| Premanent Pavement Striping | All Required | | $ 700.00 |
| | Subtotal | | $ 71,345.40 |
| | Engineering | | 10,345.60 |
| | Total | | $ 81,691.00 |

Length of Roadway - - - - - - - - - - - 0.232 mi.
Cost of Roadway Per Mile $352,116.38

| | |
|---|---|
| Federal Funds (88.15%) | $66,000* |
| City Funds (SCA Funds) | 15,691 |
| Total | 81,691 |

*Note: Fixed Amount

Group 1 100%
Contract No. 9160
Prefix 325-1462
Prefix 325-1070

9160

L 7

CON 5

DATE: July 16, 1980

TO: G. L. Green, Division Administrator
Federal Highway Administration

FROM: C. T. Keasey
Ass't. State Hwy. Engr.

SUBJECT: Notification Contract Work Started
Federal-aid Project Number
SOS-2502(1)

Contract 9160, Work Started July 9, 1980

Project Boardman (N. Main St.)

Highway City Street

County Morrow

RDC:mk

cc: R. D. Church

[redacted] 1066

Invoice for Service Rendered or Goods Furnished the
OREGON STATE HIGHWAY DIVISIC
by

State Highway Engineer
Transportation Building
Salem, Oregon 97310

Date June 27, 1980

Invoice No.

P.O. No.

Crew No.

Transfer from Special City Allotment fund to State Highway funds for the matching funds for the Boardman (N. Main Street) Section. SOS-2502(1)

$18,400.00

Reference: 325-1462
325-1070
AD 794

325-1701-500(42)

for D. E. Swan
Operation Programming Engineer

June 27, 1980

CON 4

City of Boardman
City Hall
Boardman, Oregon 97318

Attn: Mr. Jim Thompson
City Administrator

Gentlemen:

On June 26, 1980 a satisfactory bid was received from Rogers Construction Inc., P.O. Box 16537, Portland, Oregon 97216 for Boardman (N. Main Street) Section. This is an OFF SYSTEM Project No. SCS-2502(1). The advance deposit based on the anticipated construction cost of their bid is as follows:

| | A | B |
|---|---|---|
| Bid Items | $70,645.40 | $63,891.40 |
| Permanent Pavement Striping | $ 700.00 | $ 700.00 |
| 4 1/2% Contingencies | 3,210.54 | 2,906.61 |
| 10% Engineering | 7,134.54 | 6,459.14 |
| Est. Construction Cost | 81,690.48 | 73,957.15 |
| Est. P.E. Costs | 2,710.00 | 2,440.00 |
| Est. Project Costs | 84,400.48 | 76,397.15 |
| Less Federal Funds | 66,000.00 | 66,000.00 |
| Less SCA Funds | 18,400.48 | 10,397.15 |
| ESTIMATED CITY SHARE | $ - - - | $ - - - |

Since SCA Funds cover the advance deposit for either alternate, there will be no funds needed from the City. Would you please inform us which alternate you prefer.

Very truly yours,

for D. E. Swan
Operation Programming Engineer

HR:pf

bcc w/AD # 794: Region 5 Federal Aid Engineer, Roger Lang
Vern Skoog - Please return completed AD # 794 when check is received.

STATE OF OREGON
HIGHWAY DIVISION - ODOT

INTEROFFICE MEMO

TO: F I L E

DATE: June 24, 1980

FROM: H. S. Coulter
State Highway Engineer

SUBJECT: Footpaths and Bicycle Trails
June 26, 1980 Bid Letting

This is an informational report to document the Highway Division's action taken with regard to establishing footpaths and bicycle trails as set forth in ORS 366.514. Bids will be opened June 26, 1980, on the following projects:

1. Columbia River (Astoria) Bridge
   Oregon Coast Highway
   Clatsop County
   Painting

   Footpaths or bicycle trails are not incorporated in this section as no new highway construction, reconstruction or relocation is involved.

2. Bachelor Rock Production
   Century Drive Highway
   Deschutes County
   Aggregate Crushing

   Same as No. 1.

3. Coast Fork Willamette River Bridge
   Willamette Highway
   Lane County
   Painting

   Same as No. 1.

4. Pacific Highway East @ 'D' Street (Hubbard)
   Marion County
   Traffic Signals

   Same as No. 1.

5. Sandy Boulevard @ 50th and 70th Avenues (Portland)
   Multnomah County
   Traffic Signals

   Same as No. 1.

Contains Recycled Materials

6. Oregon Coast Highway @ 4th Street (Tillamook)
   Tillamook County
   Traffic Signals

   Same as No. 1.

7. Coquille and Myrtle Point Pavement Marking
   City Streets
   Coos County
   Pavement Marking

   Same as No. 1.

8. Libby Drive-Tarheel Creek
   FAS A429
   Coos County
   Paving

   Twenty-four-foot roadway with three-foot aggregate shoulders

   Footpaths and bicycle trails will not be established under this project as per ORS Chapter 366, Section 2, subsection 2(b), which states, "footpaths and trails are not required to be established . . . if the cost of establishing such paths and trails would be excessively disproportionate to the need or probable use."

9. N.W. Dorian Drive-N.W. Verde Drive (Ontario)
   N.W. 4th Avenue
   Malheur County
   Grading and Paving

   Two twelve-foot travel lanes, two ten-foot parking lanes. Four-and-one-half-foot sidewalks being constructed for pedestrian and bicycle traffic.

10. 12th Street S.E.-Ewald Avenue S.E. (Salem)
    Madrona Avenue and Pringle Road
    Marion County
    Grading and Paving

    Six-foot pedestrian-bikeway and extruded curb to be constructed on one side of Madrona Avenue and Pringle Road.

11. Boardman (N. Main Street)
    Morrow County
    Paving

    Eleven-foot travel lanes with ten-foot shoulders available for pedestrian and bicycle use.

Footpaths and bicycle trails will not be established under this project as per ORS Chapter 366, Section 2, subsection 2(c), which states, "footpaths and trails are not required to be established . . . where sparsity of population, other available ways or other factors indicate an absence of any need for such paths and trails."

12. Arterial Street Overlay (Portland)
City Streets
Multnomah County

Same as No. 1.

13. Hayden Island-N.E. Broadway Street (Portland)
Pacific Highway
Multnomah County
Paving and Signals

Interchange Improvement. Six-foot sidewalks for pedestrian and bicycle use to be constructed or revised at Jantzen Beach Interchange. Other locations, same as No. 11.

14. Multnomah County Pavement Marking No. 2
County Roads
Multnomah County
Pavement Marking

Same as No. 1.

15. Troutdale-Sandy River Bridge
Crown Point Highway
Multnomah County
Paving

Twelve-foot travel lanes with a six-foot pedestrian-bikeways on both sides.

16. Catherine Creek (Wilkinson Road) Bridge
County Road
Union County
Structure.

Twenty-seven-foot, six-inch roadway on structure.

Same as No. 11.

17. Walker Road at Cedar Hills Blvd. (Beaverton)
Washington County
Traffic Signals.

Interchange improvement. Existing sidewalks and bikeway being reconstructed in kind.

18. N.E. Columbia Blvd.-N.E. Weidler Street (Unit 3)
Pacific Highway East
Multnomah County
Grading and Paving

Six-foot-six-inch sidewalks to be constructed or existing sidewalks matched. Pedestrian median islands and curb cuts being constructed.

RPS:ge

cc: E. S. Hunter
D. G. Talbot
L. E. George
F. E. Terpin
George Bell
Don Harwell

9160

# City of Boardman

TOWN SQUARE
BOARDMAN, OREGON 97818
TELEPHONE (503) 481-9252

June 18, 1980

Mr. Hal Reynoldson
Department of Transportation
State Highway Building
Salem, Oregon 97310

Mr. Reynoldson:

Enclosed herewith is the letter of credit from Inland Empire Bank for our North Main Street improvements.

If you have any questions, or need anything further, please give me a call.

Sincerely,

Jim Thompson
City Administrator

# INLAND EMPIRE BANK

P. O. BOX 230
BOARDMAN, OREGON 97818
(503) 481-9201

Gentlemen:

This is a confirmation of the irrevocable standby letter of credit for the City of Boardman.

| Date Of Issue | Applicant |
|---|---|
| 6-12-80 | City of Boardman<br>Nelson Square Building<br>Boardman, Oregon 97818 |

| Beneficiary | Amount | Expiry |
|---|---|---|
| State of Oregon<br>Department of Transportation<br>Highway Division<br>Transportation Building<br>Salem, Oregon 97310 | U. S. $2,000.00<br>Two thousand<br>and no/100 U.S.<br>Dollars | November 1,1980 |

---

We hereby issure in your favor this documentary credit which is available by negotiation of your draft drawn on us at sight accompanied by the following documents:

1. Beneficiary's signed statement certifying that the amount drawn represents payment of contractor work completed, construction engineering and/or/other cost incurred relative to installation of paving and curbing on North Main St. in Boardman, Oregon.

---

Special Conditions

Partial drawings are permitted.

---

We hereby agree to honor drafts drawn and negotiated in conformity with the terms of this letter of credit.

Yours Faithfully,
Inland Empire Bank

Authorized Signature

Acknowledged and accepted by the City of Boardman by:

City Administrator

*Home Owned - - Independent*

MEMBER OF FEDERAL DEPOSIT INSURANCE CORPORATION

U. S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

**LETTER OF APPROVAL AND/OR AUTHORIZATION**

FEDERAL AID PROJECT NO.
SOS-2502(1)

STATE PROJECT NO.
See below

FROM:
G. L. Green, Division Administrator
FHWA - Oregon Division

PROGRAM NO.

ITEM NO.
90269

COUNTY NAME
Morrow

PROGRAM STAGE (Check)
☐ 1. ☐ 2.

TO:

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

RECEIVED
STATE HWY ENGR
JUN 11 '80
REFER TO
FOR
Info | Inves | R/D | D/R | Sig. | Act | File

| DATE PS&E APPROVED | DATE AUTHORIZATION EFFECTIVE | FEDERAL ROUTE NUMBER |
|---|---|---|
| 1/29/80 | 6/4/80 | Non Federal aid |
| | | STATE ROUTE NUMBER: City Street |

GENERAL LOCATION:
North Main & Columbia Blvd. (Boardman) Section

GENERAL DESCRIPTION OF WORK:

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☐ PREPARATION

☐ OTHER *(Specify)*

☐ ACQUISITION OF RIGHT-OF-WAY
CONSTRUCTION - ADVERTISE FOR RECEIPT
☒ OF BIDS

☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

I accept the certification of Mr. Rod Henry dated 5/29/80 that provisions of FHPM 7-5-1 have been complied with and you are now authorized to advertise for bids.

| DATE | SIGNATURE OF APPROVING OFFICIAL | TITLE |
|---|---|---|
| 6/4/80 | D K Hansen | for Division Administrator |

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U. S. GOVERNMENT PRINTING OFFICE: 1975 611-855

Salem, Oregon 9731[illegible] ghway # 2025

Attention: Right-of-Way Section Prefix 325-1462

Subject: Federal Aid Project No.
Project Name Boardman (N. Main St.) City Street

Regarding the above referred to federal aid project, we hereby certify that to the best of our knowledge and belief:

A. Existing Right-of-Way

☒ 1. All construction can be accomplished completely within the existing right-of-way. This existing right-of-way was acquired prior to January 2, 1971.

B. New Right-of-Way

☐ 1. This project required additional right-of-way purchased after January 2, 1971. Right-of-way, easements, or rights-of-entry required for this project have been secured in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, and all incidental charges related to the transfer of property will be paid by the city in accordance with said Act.

☐ a. There has been no displacement of persons from residences, farms or businesses.

OR

☐ b. There has been displacement of persons from either residences, farms or businesses and in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, displaced persons, businesses, or farm operations have been provided relocation payments, if eligible, and relocation assistance. Displaced individuals or families have been relocated to decent, safe and sanitary housing or have been offered decent, safe, sanitary and fair housing immediately available on the open market.

C. Utilities

☒ 1. The occupancy and/or adjustment of existing utilities within the right-of-way of the above referred to federal aid project have been authorized by permit, franchise, or other approved procedure.

Signed at Boardman, Oregon, this 19th day of May, 1980

City of _____

Certified By: _____
Regional Right-of-Way Supervisor
Date _____

~~Mayor~~ City Admin

City Recorder
Clerk

Instructions: Complete A or B and C.
R/W File No. _____
Rev. 1/76

Section Boardman (N. Main St.) Sec. Programming Estimate $ _____

Highway City Street Project Length 0.23 miles

County Morrow Completion Time 75 Cal. days

Kind of Work Grading and Paving Est. Comp. Date 10-10-80

Prefix 325-1462 Letting Date June 26, 80 Project No. 505-2502(1)

| ROUTING SLIP—DEPT. OF TRANSPORTATION | Date: 5-19-80 |
|---|---|

| | | |
|---|---|---|
| Director | General Files | Public Affairs |
| Chief of Operations | General Services (DOT) | Public Transit |
| Asst. Dir.-Administration | Information Systems (Lana Ave.) | Radio |
| Asst. Dir.-Transportation Policy & Program Develop. | Labor Relations | Right of Way |
| Accounting (Highway) | Landscape | Safety & Health Services |
| Administrative Services | Library | Sign Shop |
| Chief Counsel | Location | State Highway Engineer |
| Commission Services | Mail Room | Structures |
| Construction | Maintenance | Technical Services Engineer |
| Data Processing (Trans. Bldg.) | Materials & Research | Traffic Support Services |
| Employee Development | Motor Vehicles | Transportation Policy & Program Development |
| Engineering (Design) | Organization & Manpower Services | Travel Information |
| Environmental | Parks & Recreation | Utilities |
| Equipment Shops & Storeroom | Permits & Weighmaster | Metropolitan |
| Finance (DOT) | Personnel Operations | Region Number 5 |
| FHWA | Photocopy | District Number |
| | Proj. Mgmt. & Operations Planning | |

ATTENTION: Roger Lang

FROM: HAP

COMMENTS: Please inform the city

Form 731-0022 (7/78) SP*70682-734

CONSTRUCTION AUTHORIZATION

Alternate "A" 87, "B"

| | "A" | "B" |
|---|---|---|
| Contract Amount | $ 87,138.00 | 77,150 |
| | | |
| | | |
| | | |
| | | |
| | | |
| | | |
| | 700 — | |
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| | | |
| | | |
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| | | |
| | | |
| | | |
| | | |
| | | |
| | $ 700.00 | 700 |
| Subtotal | $ 87,838.00 | 77,850 |
| Contingencies (4-1/2%) | 3,952.71 | 3,503 |
| Engineering ~~(8, 9,~~ (10%) | 8,783.80 | 7,785 |
| Subtotal | $ 100,574.51 | 89,138 |
| Credit for _____ | | |
| | "A" | "B" |
| Estimated Net Authorization, Construction | $ 100,574.51 ✓ | $ 89,138. |
| Est. P.E. Costs | 3373 | 3086 |
| Est. Project Costs | 103,947 | 92,224 |
| Less SCA Funds | 25000 | 25000 |
| Less Federal Funds | 66,000 | 66,000 |
| Est City share | $ 12,947 | $ 1,224 |

APPROVED

5-19-80

(8)

State sharing of 4/E costs on SCH project

4-80 [illegible] 621

6-77 [illegible]

Cost estimate $9,135

$9,135

$9,135

$3,026.50

City share

(11)

Est.

City share

Section Boardman (N. Main St.) Sec. Programming Estimate $ _____

Highway City Street Project Length 0.23 miles

County Morrow Completion Time 75 Cal. days

Kind of Work Grading and Paving Est. Comp. Date 10-10-80

Prefix 325-1462 Letting Date June 26, 80 Project No. SOS-2502(1)

## ESTIMATED CONSTRUCTION AUTHORIZATION

| | Alternate "A" | "B" |
|---|---|---|
| Estimated Contract Amount | $ 87,138.00 | 77,150 |
| **Anticipated Additional Items:** | | |
| Royalty Payment | | |
| Permit Fees | | |
| Slide Correction | | |
| Railroad Protective Costs | | |
| Other Railroad Costs | | |
| Permanent Signing | | |
| Permanent Pavement Striping | 700 — | |
| Temporary Pavement Striping | | |
| Remove Pavement Striping (Exist. & Temp.) | | |
| Temporary Erosion Control | | |
| State Furnished _____ | | |
| Roadside Seeding & Mulching | $ 700.00 | 700 |
| Asphalt Cement Adjustment | | |
| On the Job Trainees | | |
| State Responsibility for Damages | | |
| Signal Controller Testing (Engineering) | | |
| Bikeway Signs | | |
| Furnish Mailbox Posts | | |
| Adjust Utilities: | | |
| _____ | | |
| _____ | | |
| _____ | | |
| _____ | | |
| _____ | | |
| Subtotal | $ 87,838.00 | 77,850 |
| Contingencies (4-1/2%) | 3,952.71 | 3,503 |
| Engineering ~~8, 9,~~ (10%) | 8,783.80 | 7,785 |
| Subtotal | $ 100,574.51 | 89,138 |
| Credit for _____ | | |
| | "A" | "B" |
| Estimated Net Authorization, Construction | $ 100,574.51 | $ 89,138. |
| Est. P.E. Costs | 3373 | 3086 |
| Est. Project Costs | 103,947 | 92,224 |
| Less SCA Funds | 25000 | 25000 |
| Less Federal Funds | 66,000 | 66,000 |
| Est City share | $ 12,947 | $ 1,224 |

APPROVED

_____

Road Design Engineer

REGON STATE HIGHWAY DIVISION — Sheet ____ of ____

SUMMARY--BID SCHEDULE--COST ESTIMATE — Date 5/12/80

ction Boardman (N. Main st.) Sec — County Morrow

Kind Of Work Grading & Paving — Length 0.23 — Name Bill Berg ~~Galt~~ 5-15-80 Rev 1

| No | Item | Code | Unit | Quant. | Unit Cost | Total |
|---|---|---|---|---|---|---|
| | Alternate "A" | | | | | |
| | Mobilization | | All | All | (7%) | 5,700 |
| | Temporary Protection and Direction of Traffic | | All | All | | 4,100 |
| | Temporary Signs | | Sq. Ft. | 238 | 6⁻ | 1,428⁻ |
| | Temporary Barricades | | Each | 6 | 115⁻ | 690⁻ |
| | Flagmen | | Hour | 130 | 24⁰⁰ | 3,120⁻ |
| | Roadwork | | | | | |
| | General Excavation | | All | All | - | 8,000 |
| | Aggregate Base | | Sq. Yd. | ~~2,400~~ 1500 | 5⁵⁰ | 8,250 |
| | Class "B" Asphalt Concrete, 4-inches Thick | | Sq. Yd. | 5,800 | 8⁵⁰ | 49,300 |
| | Concrete Curbs | | Lin. Ft. | 1,310 | 5⁰⁰ | 6,550 |
| | | | | | | 87,138 |
| | Alternate "B" | | | | | |
| | Mobilization | | All | All | (7%) | 5,050 |
| | Roadwork | | | | | |
| | General Excavation | | All | All | | 8,000 |
| | Aggregate Base | | Sq. Yd. | ~~2,400~~ 1500 | 5⁵⁰ | 8,250 |
| | Class "B" Asphalt Concrete, 4-inches Thick | | Sq. Yd. | 5,800 | 8⁵⁰ | 49,300 |
| | Concrete Curbs | | Lin. Ft. | 1,310 | 5⁰⁰ | 6,550 |

TOTAL TO DATE JOB COST SUMMARY — APRIL 1980 — PAGE

| DESCRIPTION OF JOB OR DEPARTMENT | PREFIX | FUNCTION | OR | CURRENT | |
|---|---|---|---|---|---|
| | 320 1452 | 910 | | 744.12 | ** |
| | ** JOB TOTALS ** | | | | |

| | CONT NO | * FA PROJ NOS | |
|---|---|---|---|
| | 321 1490 | 920 | |
| | 321 1490 | 921 | |
| | ** JOB TOTALS ** | | |

| 7TH ST & BEACH ST(YACHATS) | CONT NO | FA PROJ NOS |
|---|---|---|
| | 321 1497 | |

| N MAIN ST. BOSTON | CONT NO | FA PROJ NOS |
|---|---|---|
| | 325 1462 | |

After the use of SOS funds

| TROUTDALE--SW 7THST | CONT NO | * FA PROJ NOS |
|---|---|---|
| | 323 1484 | |

| FALLS CITY (N MAIN ST) | CONT NO | FA PROJ NOS |
|---|---|---|
| | 327 1478 | |

| W 2ND ST-(NTERPRISE | CONT NO | FA PROJ NOS |
|---|---|---|
| | 322 1491 | 20 |

OREGON STATE HIGHWAY DEPARTMENT
QUANTITY SUMMARY & COST ESTIMATE  Sheet 1 of ___ Sh

Section N Main Street (Boardman) Unit
Highway City Street County
Length Designer Draftsman Prefix
Date 3/6/80

1250 [illegible] Grading and Surfacing Items

| Item | Unit | Net | 10% Allow | Gross | Price | Amoun |
|---|---|---|---|---|---|---|
| [illegible] | All | | | | [illegible] | 6,5 |
| General Excavation | C.Y. | 565 | | | 9.00 | 5,0 |
| 1"-0 Aggregate Base | C.Y. | 635 | | | 15.00 | 9,5 |
| Class "B" A.C. Mixture | Ton | 1,330 | | | 30.00 | 39,90 |
| Type "C" Curb | Lin. Ft. | 1,600 | | | 5.00 | 8,00 |
| Extra for Street Connections | Each | 4 | | | 300.00 | 1,20 |
| Extra for A.C. Approaches | Each | 4 | | | 200.00 | 80 |
| Flagging | Hrs. | 50 | | | 23.00 | 1,15 |
| Sub total | | | | | | $ 72,2 |
| 20% Engr. & Conting. | | | | | | 14,4 |
| Total | | | | | | 86,6 |

No separate payment will be made for Temp. Protection of Traffic, paving, Asphalt Cement and Tack. To be included in above items.

All utilities, Manholes, Inlets, Water Valves or Lighting Adjustments and curb Removal to be by others. (City?)

[illegible]

N. Main Street (Boardman)
City Street 3-7-80
Morrow County G.R.H.

42' Overlay with Curbs from 8+05-13+50 Lt. & 3+50-13+50
As per telephone conversation with Roger Lang, Region 5 Federal Aid Engr. on March 4th.

Contract items would consist of Grading, Base Work, Paving and Type "C" Curbs. All other Removal Items, Drainage or Utility adjustments would be made by others (City?).

This section would be 42' Pavement top width. 4" Class B" A-C. overlay with Type C" Curbs on part of project. Edges would be Tapered down to existing Pavement in a distance of 4' in areas where curbs are not used. 12" Aggregate Base will be used under new A-C. Where there is not existing A. C.

The special provisions should contain the following.

Grading: Contractor to dispose of the excavated Material. Excavations should be back filled with Aggregate Base the same day. Compaction on Subgrade to be with Min. 10 Ton Roller till stable with no apparent Movement. Density Tests will be eliminated.

Aggregate Base:

Min. 10 Ton Roller until apparently stable with no movement or deep Ruts or Ridges.

Compaction Tests eliminated.

No separate payment will be made for Temp. Prot. & Direction of Traffic, Watering, Liquid Asphalt or Tack. Other items to cover cost of these items.

Drainage or Water Line Adjustments to be made by others.

Utilities Adjustments to be made by Others.

No additional R/W or easements will be necessary.

N. Main Street Bonanza

City Street ____ 2-21-80 ____

[illegible] N. Main St. [illegible]

[illegible]

The alternate was worked up to [illegible]

[illegible]

Second [illegible] would consist of grading, [illegible] Paving only. 4" other [illegible] Drainage on the [illegible] would be [illegible] shoulder only.

The road is would be 4" pavement top with [illegible] 12" Aggregate base. Easy work [illegible] [illegible] pavement [illegible] [illegible] [illegible]

OREGON STATE HIGHWAY DEPARTMENT
QUANTITY SUMMARY & COST ESTIMATE Sheet ____ of ____ Sheet

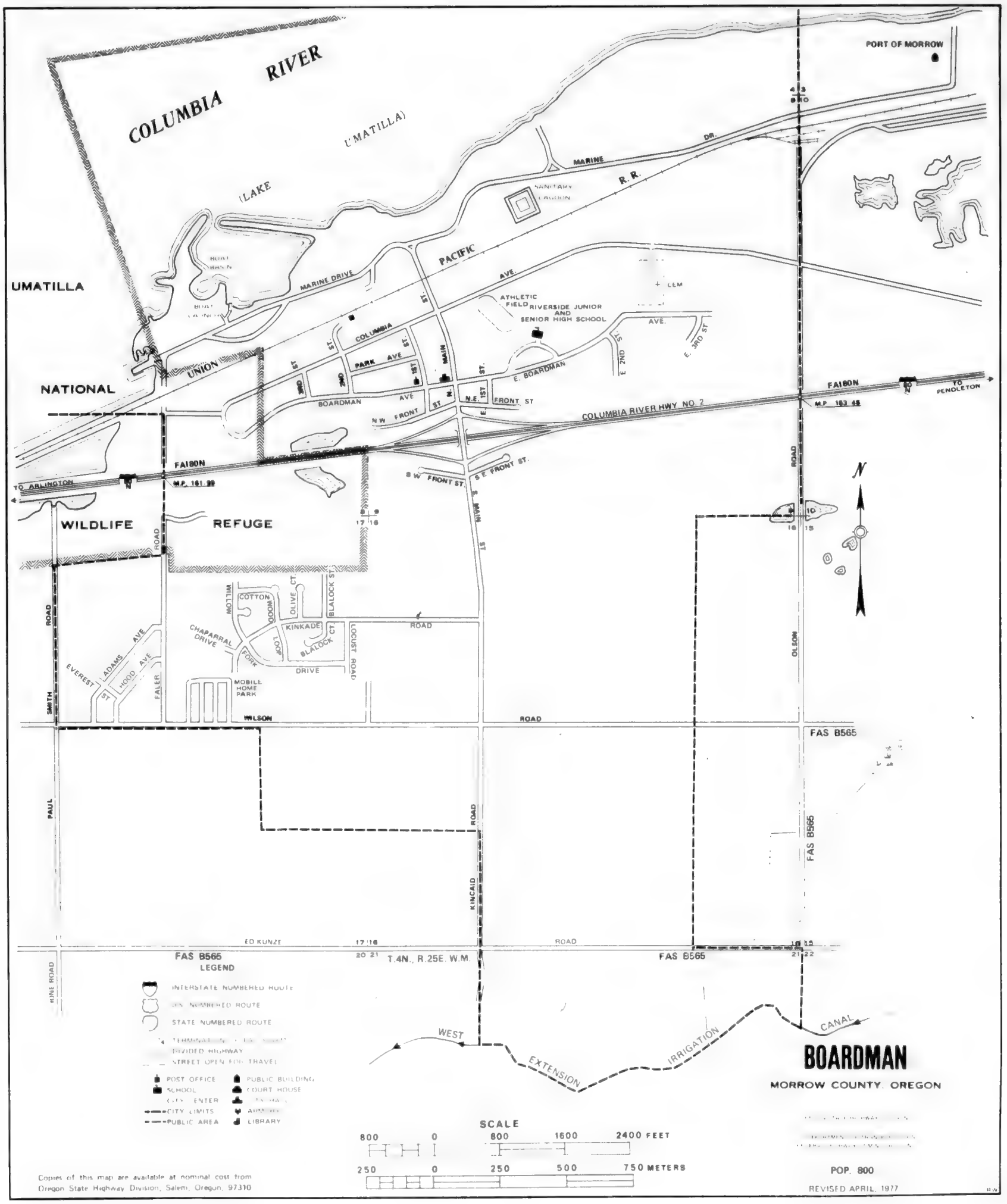
Section N. Main St. (Boardman) Unit
Highway City Street County Morrow Prefix
Length 0.24 Designer Honeywell Draftsman Date 2-21-80
1250' 42' Section Without Curbs Grading and Surfacing Items

| Item | Unit | Net | 10% Allow | Gross | Price | Amount |
|---|---|---|---|---|---|---|
| Mobilization | All | | | | (10%) | 5,686.00 |
| General Excavation | C.Y. | 565 | | | 9.00 | 5,085.00 |
| Aggregate Base 1"-0 | C.Y. | 635 | | | 15.00 | 9,525.00 |
| Class "B" A.C. Mixture | Ton | 1,330 | | | 30.00 | 39,900.00 |
| Extra for Street Connections | Each | 4 | | | 300.00 | 1,200.00 |
| Flagging | Hrs. | 50 | | | 23.00 | 1,150.00 |
| Sub Total | | | | | | 62,546.00 |
| 20% Engr. & Contling. | | | | | | 12,509.00 |
| Total | | | | | | 75,055.00 |

OREGON STATE HIGHWAY DEPARTMENT
QUANTITY SUMMARY & COST ESTIMATE  Sheet ____ of ____ Sheets

Section N. Main Street (Boardman) Unit
Highway City Street County Prefix
Length 0.24 Designer Honeywell Draftsman Date 2/13/80
1250' 42' Curbed Boardman Rd — Columbia Only Grading and Surfacing Items

| Item | Unit | Net | 10% Allow | Gross | Price | Amount |
|---|---|---|---|---|---|---|
| Mobilization | All | | | | Lump | 8,247 |
| General Exc. | C.Y. | 432 | | | 9.00 | 3,888 |
| 1"-0 Aggregate Base | C.Y. | 565 | | | 15.00 | 8,475 |
| Class "B" A.C. Mixture | Ton | 1,680 | | | 30.00 | 50,400 |
| Extra for A.C. Approaches | Each | 14 | | | 200.00 | 2,800 |
| Extra for Street Connections | Each | 4 | | | 300.00 | 1,200 |
| Type G-1 Inlets | Each | 5 | | | 600.00 | 3,000 |
| 8" Sewer Pipe | Lin. Ft. | 60 | | | 15.00 | 900 |
| Trench Excavation | C.Y. | 7 | | | | 100 |
| Bedding | Lin. Ft. | 60 | | | 2.00 | 120 |
| Type "B" Curb | Lin. Ft. | 2,100 | | | 6.00 | 12,600 |
| Curb Inlet | | | | | | 2,772 |
| 20" Concrete Pipe | | | | | | 1,140 |
| Type G-1 | | | | | | 1,080 |
| Water Line Relocation | | | | | | |
| Base for Curb | | | | | | |
| 42' curb from Boardman to Columbia on Main | | | | | | |


COLUMBIA RIVER
(LAKE U'MATILLA)
PORT OF MORROW
MARINE DR.
R.R.
SANITARY LAGOON
PACIFIC AVE.
UMATILLA
MARINE DRIVE
BOAT BASIN
ATHLETIC FIELD
RIVERSIDE JUNIOR AND SENIOR HIGH SCHOOL
CEM
COLUMBIA ST.
PARK AVE
UNION ST.
MAIN ST.
E. BOARDMAN AVE.
E 2ND ST
E. 3RD ST
NATIONAL
BOARDMAN AVE
NW FRONT ST
NE 1ST ST
FRONT ST
COLUMBIA RIVER HWY NO. 2
FAIRGROUND ROAD
FAIBON
M.P. 163.48
TO PENDLETON
TO ARLINGTON
M.P. 161.39
SW FRONT ST.
SE FRONT ST.
S. MAIN ST.
WILDLIFE REFUGE ROAD
WILLOW
COTTON
OLIVE CT.
BLALOCK ST.
KINKADE
BLALOCK CT.
LOCUST ROAD
CHAPARRAL DRIVE
LOOP
FORK
DRIVE
MOBILE HOME PARK
EVEREST ST.
ADAMS AVE
HOOD AVE
FALER
SMITH ROAD
WILSON ROAD
OLSON ROAD
PAUL ROAD
KINCAID ROAD
ED KUNZE ROAD
FAS B565
T.4N., R.25E. W.M.
N
LEGEND
INTERSTATE NUMBERED ROUTE
U.S. NUMBERED ROUTE
STATE NUMBERED ROUTE
TERMINAL
DIVIDED HIGHWAY
STREET OPEN FOR TRAVEL
POST OFFICE
PUBLIC BUILDING
SCHOOL
COURT HOUSE
CITY LIMITS
PUBLIC AREA
LIBRARY
WEST EXTENSION IRRIGATION CANAL
SCALE
800 0 800 1600 2400 FEET
250 0 250 500 750 METERS
BOARDMAN
MORROW COUNTY, OREGON
POP. 800
REVISED APRIL, 1977
Copies of this map are available at nominal cost from Oregon State Highway Division, Salem, Oregon, 97310

OREGON STATE HIGHWAY DEPARTMENT
QUANTITY SUMMARY & COST ESTIMATE  Sheet ____ of ____ Sh

Section Columbia Ave. (Boardman) Unit
Highway City Street County Prefix
Length 0.28 Designer Hanamaikai Draftsman Date 2/13/80
1500' 36' Section (No Curbs) Grading and Surfacing Items Preliminary Est. 2-13-80

| Item | Unit | Net | 10% Allow | Gross | Price | Amount |
|---|---|---|---|---|---|---|
| Mobilization | All | | | | (10%) | 8,36 |
| General Exc. | C.Y. | 2,082 | | | 9 00 | 18,7 |
| 1"-0 Aggregate Base | C.Y. | 1,433 | | | 15 00 | 21,49 |
| "Class B" A.C. Mixture | Ton | 1,394 | | | 30 00 | 41,82 |
| Extra for Paved Approaches | Ea. | 2 | | | 200 00 | 40 |
| Flagging | Hours | 50 | | | 23 00 | 1,150 |
| Total | | | | | | 91,96 |
| 20% E.&C. | | | | | | 18,3 |
| | | | | | | 110,35 |

Note: Temporary Traffic Control, Painting, Pipe Culverts and Tax to be included in bid items.
No Grade Changes.
Utility Adjustments, etc.

OREGON STATE HIGHWAY DEPARTMENT
QUANTITY SUMMARY & COST ESTIMATE  Sheet ____ of ____ Sh

Section N. Main St. (Boardman) Unit
Highway City Street County Morrow Prefix
Length 0.24 Designer Honeywell Draftsman Date 2/13/80
1250' 42' curbed section Grading and Surfacing Items Preliminary Cost 2-13-80

| Item | Unit | Net | 10% Allow | Gross | Price | Amount |
|---|---|---|---|---|---|---|
| Mobilization | All | | | | (10%) | 8,59? |
| General Excavation | C.Y. | 432 | | | 9.00 | 3,888 |
| 1"-0 Aggregate Base | C.Y. | 565 | | | 15.00 | 8,47 |
| Class 'B' A.C. Mixture | Ton | 1633 | | | 30.00 | 49,00 |
| Extra for A.C. Approaches | Ea. | 18 | | | 200.00 | 3,60 |
| Extra for Street Connections | Ea. | 4 | | | 300.00 | 1,2. |
| Type G-1 Inlets | Ea. | 7 | | | 600.00 | 4,2. |
| 8" Sewer Pipe | Lin.Ft. | 20 | | | 12.00 | 1,2. |
| Trans. Exc. | Cu.Yd. | 11 | | | .00 | . |
| Flagging | Hrs | 50 | | | 3.00 | 1,5. |
| Type 'C' Curb | Lin.Ft. | 2,600 | | | 5.00 | 13,0. |
| | | | | | | 94,5 |
| [illegible] | | | | | | 18,9 |
| | | | | | | [illegible] |
| [illegible] | | | | | | |

Memo to Files

1-30-80

MR

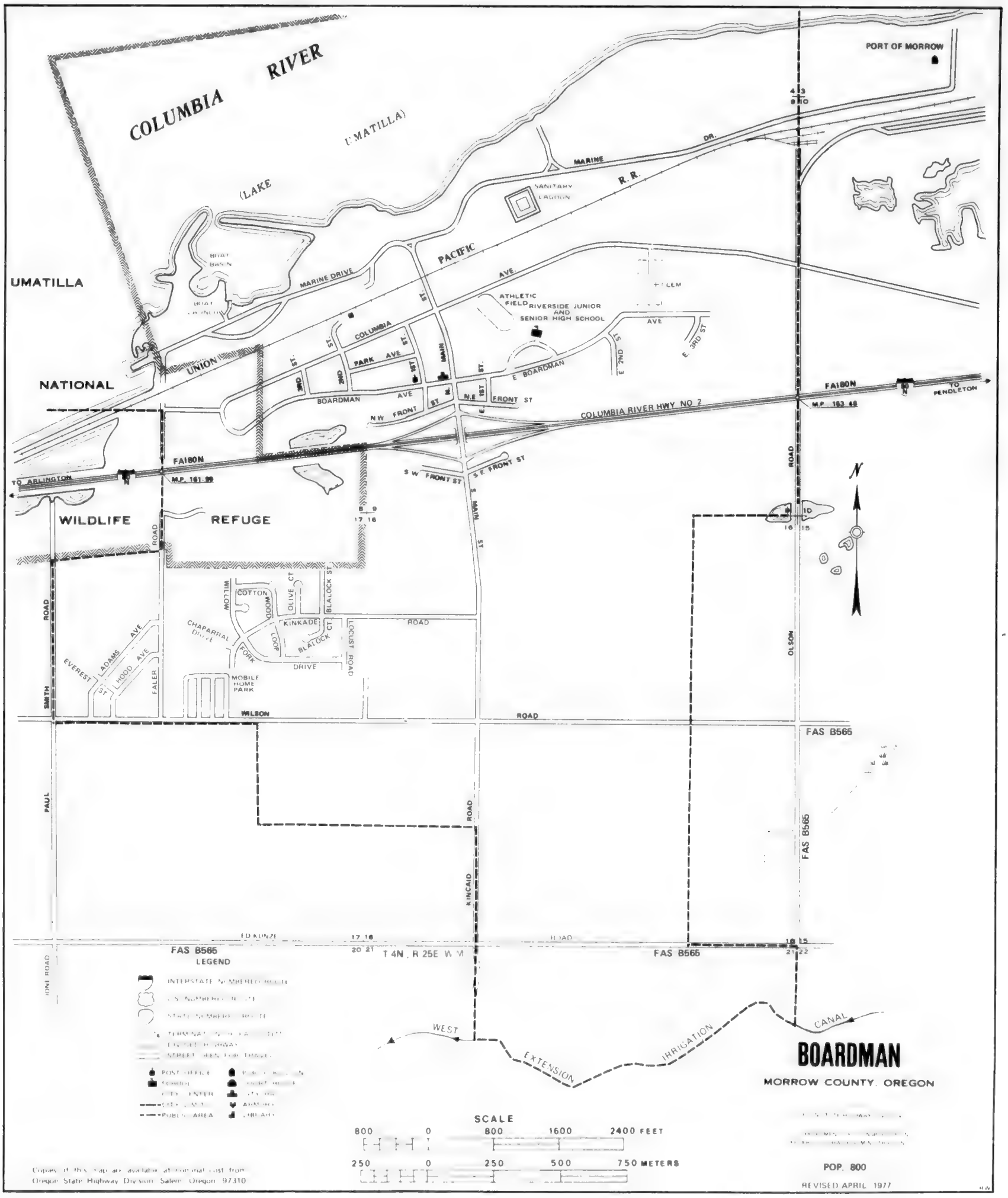
Main Street and Columbia Street Section
City of Boardman
SOS-2502(1)

The city of Boardman has informed Roger Lang that they wish the typical section for Main Street to be 42' in width. (2-11' AC travel lanes with 10' paved shoulders)

They also wish Main street curbed between Front street and Columbia Ave.

We hope this can be done for $101,000 (including PE)

Columbia Ave will probably have to be eliminated from this project.


COLUMBIA RIVER
(UMATILLA)
(LAKE
PORT OF MORROW
MARINE DR.
R.R.
SANITARY LAGOON
BOAT BASIN
BOAT LAUNCH
UMATILLA
MARINE DRIVE
PACIFIC AVE.
ATHLETIC FIELD
RIVERSIDE JUNIOR AND SENIOR HIGH SCHOOL
CEM
NATIONAL
UNION ST.
COLUMBIA ST.
PARK AVE
1ST
MAIN ST.
E BOARDMAN
E 2ND ST
E 3RD ST
AVE
3RD ST
2ND
BOARDMAN AVE
NW FRONT ST
N.E 1ST ST.
FRONT ST
COLUMBIA RIVER HWY NO 2
FAIRON
M.P. 163.48
TO PENDLETON
TO ARLINGTON
M.P. 161.99
SW FRONT ST
SE FRONT ST
S. MAIN ST.
WILDLIFE
REFUGE
ROAD
MOTTLOW
COTTON
OLIVE CT.
BLALOCK ST.
KINKADE
BLALOCK CT.
LOCUST ROAD
CHAPARRAL DRIVE
LOOP
POPK
DRIVE
ADAMS AVE
EVEREST ST.
HOOD AVE
FALER
MOBILE HOME PARK
SMITH
WILSON
ROAD
OLSON
FAS B565
PAUL
KINCAID
ED KUNZI
T 4N., R 25E W.M.
IONE ROAD
LEGEND
POST OFFICE
SCHOOL
CITY LIMIT
PUBLIC AREA
ARMORY
WEST EXTENSION IRRIGATION CANAL
BOARDMAN
MORROW COUNTY, OREGON
SCALE
800 0 800 1600 2400 FEET
250 0 250 500 750 METERS
POP. 800
REVISED APRIL 1977
Copies of this map are available at nominal cost from
Oregon State Highway Division Salem Oregon 97310

U. S. DEPARTMENT OF TRANSPORTATION — FEDERAL HIGHWAY ADMINISTRATION

# LETTER OF APPROVAL AND/OR AUTHORIZATION

1-29-80

| | | |
|---|---|---|
| FROM: G. L. Green, Division Administrator | PROGRAM NO. | FEDERAL AID PROJECT NO. SOS 2502(1) |
| | | STATE PROJECT NO. See below |
| | ITEM NO. 90269 | COUNTY NAME Morrow |
| | | PROGRAM STAGE (Check) ☐ 1. ☐ 2. |

TO:

Mr. H. S. Coulter
State Highway Engineer
Salem, Oregon

Roger Lamy

| DATE PS&E APPROVED | DATE AUTHORIZATION EFFECTIVE | FEDERAL ROUTE NUMBER |
|---|---|---|
| ~~1-29-80~~ FEB 15 1980 | ~~1-29-80~~ FEB 15 1980 | Non Federal aid |
| | | STATE ROUTE NUMBER City Street |

GENERAL LOCATION:

N. Main and Columbia Avenue (Boardman) Section

GENERAL DESCRIPTION OF WORK:

Grade, drain and pave.

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☐ PREPARATION

☒ OTHER (Specify) See below

☐ ACQUISITION OF RIGHT-OF-WAY
CONSTRUCTION - ADVERTISE FOR RECEIPT
☐ OF BIDS

☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Swan's July 11, 1979 letter you are authorized to proceed with actions necessary to advance to completion the physical construction provided for by the above project at a total estimated cost of $75,000 Federal funds $66,000 in accordance with the provisions of your approved SEcondary Road Plan. If you subsequently find that exceptions to the procedure will be needed or that your proposed design standards for this project are lower than the minimum design standards as approved May 13, 1970, this office should be notified of such proposed exceptions and reasons thereof.

| DATE | SIGNATURE OF APPROVING OFFICIAL | TITLE |
|---|---|---|
| 1-29-80 | G. K. Lamm | for Division Administrator |

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1978—721-918

# Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310


July 11, 1979

In Reply Refer to
File No.:

TO: G. L. Green, Division Administrator
Federal Highway Administration

FROM: D. E. Swan
Operation Programming Engineer

SUBJECT: Project Data Submission
Item No. 90269
Project No. SOS-2502(1)
N. Main & Columbia Ave. (Boardman) Section
Morrow County

Attached is data for the subject project.

We request the following:

(1) Concurrence that the project falls in the classification of nonmajor action as set forth in FHPM 7-7-2 paragraph 10e.

(2) Authorization to proceed with all phases of preliminary engineering necessary to obtain PS&E approval at an estimated total cost of $8,000 with an obligation of $7,000 in federal funds.

(3) Authorization for construction at an estimated total cost of $84,500 with an obligation of $59,000 in federal funds.

CL:fkc
Enclosure

cc: W. Schwartz (Region 5)
H. Reynoldson w/att

Budget Bureau No. 41-R2

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO W.O.

FORM PR-1 (REV. 4-61)

7-11-79

# FEDERAL-AID PROGRAM DATA

(PPM 21-1)

CARD 2 — REPORT NUMBER (19)(20) — PROJECT LOCATION (45 typewriter spaces) (21): City Sts., Boardman (65) — ADT — PRESENT: N/A — FUTURE YEAR (66)(70): - - — (71)(72): - - — R.[illegible]N: 10 — STATE NAME: Oregon

CARD 3 — CHARACTER OF PROPOSED WORK (35 typewriter spaces) (26): P.E, Gr, Dr, H.T. Pave (62) — NATL. FOREST (63)(65): — FH ROUTE NO. (66)(68): — SUPV AGCY (69): — DA CLASSIF. (70): — DA AREA (71): — EMERG. YR. (72)(73): — PL. AUTH YR (74)(75): — PROJECT NUMBER: PREFIX LETTER(S) (14): — NUMBER (23): SOS- 2502 (7)

CARD — CLASS OF FEDERAL FUNDS: Safer Off System Roads — COUNTY NAME: Morrow

NAME OF URBAN AREA (17-31): - - - — ROUTE NO.: N — FEDERAL-AID (32): non — STATE (36)(37): City Sts.

| CARD 5 | LINE NO. | CHANGE CODE | PROJECT CODE | WORK CLASS | WORK TYPE (43-46) | STEP (53) | TERMINI (Full description) (54-58) | MILES | ESTIMATED PROJECT COST BY PHASES: TOTAL ESTIMATED COST (59-66) | FEDERAL FUNDS (88.15%) (67-76) | STATE FUNDS | OTHER FUNDS |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | (14-15) | (16) | 41 | 42 | | | | | | | | |
| 5 | | | | | PE | | "N. Main & Columbia Ave (Boardman) Section" | 0.53 | 8,000 | 7,000 | - - - | 1,000 |
| 5 | | | | | ROW | | | | | | | |
| 5 | | | | | CONST (CODE) 6201 | | | 0.53 | 84,500 | 59,000 | - - - | 25,500 |
| | | | | | | | | 0.53 | 92,500 | 66,000 | - - - | 26,500 |

CARD 1 — CODE 1 — PREPARED BY — PROJECT TOTALS

CARD 1 — CODE 14 — PROGRAM APPROVAL DATES

REMARKS

Budget Bureau No. 41-R2067; Approval Expires February 29, 1980

FORM PR-1
(REV. 4-81)

7-11-79

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

# FEDERAL-AID PROGRAM DATA

(PPM 21-1)

| PROJECT LOCATION (45 typewriter spaces) | | PRESENT | FUTURE | YEAR | REGION | STATE NAME | STATE CODE | PAPER CODE | ITEM NO. |
|---|---|---|---|---|---|---|---|---|---|
| City Sts., Boardman | ADT | N/A | - - | - - | 10 | Oregon | 41 | 080 | 90209 |

| WORK (35 typewriter spaces) | NATL. FOREST | FH ROUTE NO. | SUPV AGCY | DA CLASSIF. | DA AREA | EMERG. YR. | PL. AUTH YR | PROJECT NUMBER: PREFIX LETTER(S) | NUMBER | SEQ. NO. | Typing Spec Only: POST PL. DEFIC. |
|---|---|---|---|---|---|---|---|---|---|---|---|
| ave | | | | | | | | SOS- | 2502 | (1) | |

Safer Off System Roads

- - -

COUNTY NAME: Morrow — CODE: 049

ROUTE NO. N — FEDERAL-AID: non — STATE: City Sts. — U.S. — PROGRAM STATE: 1 OR 2

| WORK TYPE | STEP | TERMINI (Full description) | MILES | ESTIMATED PROJECT COST BY PHASES: TOTAL ESTIMATED COST | FEDERAL FUNDS (88.15%) | STATE FUNDS | OTHER FUNDS | CHARACTER OF PROPOSED WORK (Full description) |
|---|---|---|---|---|---|---|---|---|
| W | | "N. Main & Columbia Ave (Boardman) Section" | 0.53 | 8,000 | 7,000 | - - - | 1,000 (City) | |
| NST DE) 01 | | | 0.53 | 84,500 | 59,000 | - - - | 25,500 (City) | RCW-60' minimum: Access Control-none: Parking Restrictions-none. |
| | | PROJECT TOTALS | 0.53 | 92,500 | 66,000 | - - - | 26,500 (City) | |

APPROVAL DATES

REMARKS

- over -

N. Main St @ Columbia Ave (Boardman)Section
Project No. SOS-2502(1)

Existing Facilities:

N. Main St. -- 2-10 foot travel lanes with 4 to 6 foot shoulders
Columbia Ave -- 2-10 foot travel lanes with 0 to 1 foot shoulders.

Adjacent Sections: Same as existing facilities

Project Data:Work under this project consists of the following:

1) Preliminary engineering all phases including utility preparation work.
2) Grade, drain and high type pave necessary to widen the existing facility to a 44 foot roadway with curbs on N. Main Street for two 10 foot travel lanes with 10 foot parking each side. Adjust utilities are required.

System Action, Airports, Railroads, Water Developments, Historical and Recreational Areas: None involved

FHPM 4-1-4 Requirements: Exempt from A-95 review

FHPM 7-7-2 Requirements: Nonmajor Action under provisions of paragraph 10e.

FHPM 7-7-3 Requirements:

a) Public Hearings -- Not required under Oregon Action Plan
b) Location/Design -- Not a factor in the development of this project.

NOTE: 1) This project is in Congressional District No. 2
2) Included in FY 79 Annual Program in table of Projected Federal Fund Obligations and Balances for FY 79 Program.

TOTAL TO DATE JOB COST SUMMARY — JUNE 1979 — PAGE 439

| DESCRIPTION OF JOB OR DEPARTMENT | CONT NO | * FA PROJ NOS | PREFIX | FUNCTION | GR | CURRENT MONTH | FISCAL YEAR TO DATE | GRAND TOTAL TO DATE | STATE |
|---|---|---|---|---|---|---|---|---|---|
| W MAIN ST. SUBLIMITY | 324 | 1426 | | 901 | 00 | | | | |
| | 324 | 1426 | | [illegible] | [illegible] | | | | |
| | 324 | 1426 | | 910 | 00 | | | | |
| | 324 | 1426 | | 911 | 00 | | | | |
| | 324 | [illegible] | | 914 | 00 | | | | |
| | 324 | [illegible] | | 920 | 00 | | | | |
| | 324 | [illegible] | | 921 | 00 | | | | |
| | | | ** JOB TOTALS ** | | | ** | [illegible] ** | [illegible] ** | |
| [illegible] CHURCH ST BRIDGE IN | CONT NO | * FA PROJ NOS | | | | | | | |
| | 324 | 1403 | | 901 | 00 | | | | |
| | 324 | 1403 | | [illegible] | [illegible] | | | | |
| | 324 | 1403 | | [illegible] | [illegible] | | | | |
| | | | ** JOB TOTALS ** | | | ** | ** | [illegible] ** | |
| N MAIN ST. BOARDMAN | CONT NO | FA PROJ NOS | | | | | | | |
| | 325 | 1462 | | 901 | 00 | | | | |
| | 325 | 1462 | | 910 | 00 | | | | |
| | 325 | 1462 | | 911 | 00 | | | | |
| | 325 | 1462 | | 920 | 00 | | | | |
| | | | ** JOB TOTALS ** | | | [illegible] ** | [illegible] ** | 2,280.78 ** | |
| SE 6TH AVE (TROUTDALE) | CONT NO | * FA PROJ NOS | | | | | | | |
| | 326 | 1463 | | [illegible] | [illegible] | | | | |
| | 326 | [illegible] | | [illegible] | [illegible] | | | | |
| | 326 | 1463 | | [illegible] | [illegible] | | | | |
| | 326 | 1463 | | [illegible] | [illegible] | | | | |
| | 326 | 1463 | | [illegible] | [illegible] | | | | |
| | 326 | 1463 | | [illegible] | [illegible] | | | | |
| | | | ** JOB TOTALS ** | | | ** | ** | [illegible] ** | |
| TROUTDALE-SW 7THST | CONT NO | FA PROJ NOS | | | | | | | |
| | 326 | 1464 | | [illegible] | [illegible] | | | | |
| | 326 | 1464 | | [illegible] | [illegible] | | 154.00 | | |
| | 326 | 1464 | | 910 | 00 | | | | |
| | 326 | [illegible] | | [illegible] | [illegible] | | | | |
| | 326 | 1464 | | [illegible] | [illegible] | | | | |
| | 326 | 1464 | | 921 | 00 | | | | |
| | 326 | 1464 | | [illegible] | [illegible] | | | | |
| | | | ** JOB TOTALS ** | | | [illegible] ** | [illegible] ** | [illegible] ** | |
| N 3RD AVE (POCAHONTAS) | CONT NO | * FA PROJ NOS | | | | | | | |
| | 329 | 1466 | | 901 | 00 | | | | |

Before SOS funds

*Department of Transportation*

# STATE HIGHWAY DIVISION

REGION 5 OFFICE

W. E. Schwartz
Region Engineer

P.O. Box 850 La Grande, Oregon 97850 Telephone 963-3177

June 6, 1979

Jim Thompson
City Administrator
City Hall
Boardman, Oregon 97818

Dear Jim:

Thank you for your letter of June 4, 1979 regarding the status of the SOS program and the SCA Funds set aside for Boardman.

We are presently honoring your request to defer using the $25,000 SCA Funds until it is clear what is going to happen to the SOS Program.

I am not sure how Congress is going to act on the SOS Program. Sometimes it appears to be dead and then there are indications it may have some life.

I would suggest we play the waiting game with the hopes of obtaining the additional funds so the entire project can be accomplished.

By copy of this letter I am asking our Local Government Section to closely monitor any action on the SOS Program by Congress and advise me at once of any firm action. Also, I asked them to advise me of any deadline involving the SCA Funds.

Sincerely,

Roger C. Lang
Region Federal Aid Engineer

RCL:mt
cc: Fred Hildebrandt

Form 734-3122

# City of Boardman

206 MAIN STREET NORTH
BOARDMAN, OREGON 97818
TELEPHONE (503) 481-9252

June 4, 1979

☐ RE ☐ RCE ☐ RME ☐ ROE
☒ RFA JUN 05 1979 ☐

RECEIVED
REGION 5 OFFICE

Oregon State Highway Division
Region 5 Office
P. O. Box 850
LaGrande, Oregon 97850

Attention: Roger Lang

Roger:

I have gratefully been monitoring your submittals from ARTBA. However, in doing so, I have become somewhat confused. Do you think that we should hold out hoping to gain supplemental funding or proceed on North Main with our Special Cities Allotment.

If the chances are good, I would like to hold off and get East Columbia included in the paving project, but if the chances are slim, I would like to proceed with North Main before inflation eats away any appreciable use of the money.

Also, I would like to know what the status is on the $25,000 and are we in danger of losing the grant if we don't use it soon.?

Thank you.

Sincerely,

by Fred Hildebrandt

Jim Thompson
City Administrator

LOCATION SURVEY
WIDENING AND OVERLAY

N. MAIN ST. AND COLUMBIA AVE.
FRONT ST. TO OLD HWY. 30
CITY OF BOARDMAN
MORROW COUNTY
PREFIX 325-1462

LOCATION NARRATIVE

SUMMARY:

This project was originally to be located and constructed under the "Special City Allotment Program". Upon completion of the field location work, the City of Boardman decided to make application for an SOS-R project that would expand on this project. A copy of a letter from the Region Federal Aid Engr. to the Local Government Section Manager, ODOT, explaining the SOS-R application, is attached.

DESCRIPION OF PROJECT:

The project is located in the City of Boardman and is that portion of North Main Street from Front to Columbia Ave., a distance of approximately 1,200 ft. and Columbia Ave. from Main to Old Hwy. 30 approximately 1,500 ft.

The existing streets are 22 to 24 ft. in width and are paved with asphaltic concrete. From Front st. to Columbia Ave. on Main St. there are various places where A.C. surfacing abuts the existing paved streets. As part of these paved surfaces will ultimately be the shoulders of the final roadbed, they will not be cut out, but will receive the 4 inches of overlay.

TYPICAL SECTION:

The proposed final section will be two-twelve foot travel lanes with four foot paved shoulders. The new, and existing, centerline will be common to each other, the widening that is to be done is in the shoulder areas only.

The base design (from Salem) is as follows:

1.5" A.C. (future)
4.0" A.C.W.S. (Class "B" Mix)
12" A.B.(1"-0)

At those areas where A.C. surfacing abuts the existing paved street, the A.C. will taper for a distance of 4 ft. from the new edge of shoulder. On those areas without abutting A.C. surfacing, the 4 ft. taper will consist of 1"-0 A.B.

GRADING:

The Special Provisions should contain the following:

The contractor to dispose of the excavated material.
Excavations should be backfilled with A.B. the same day.
Modify the compaction specifications so that density test. are omitted.

AGGREGATE BASE:

The Special Provisions should contain the following;

Modify the compaction specifications so that density tests are omitted.

WATERING:

The Special Provisions should contain the following;

No separate payment- include in other items.

LIQUID ASPHALT:

The Special Provisions should contain the following:

No separate payment - include in the bid for A.C.

MATERIAL SOURCES:

local commercial crushing and A.C. plants are in the vicinity; one at Boardman and one on Tower Road, 5-6 mile haul.

DRAINAGE:

The City of Boardman will make all of the necessary catch inlet,manhole, water valve,etc. adjustments.

R/W:

No additional R/W or easements will be necessary.

UTILITIES:

It appears from the profiles that there should be no problems with the water line and the sewer lines.

Umatilla Electric Cooperative, phone Hermiston 567-6414, is the power company serving this area. While their facilities within the job limits are apparently not in conflict, they should be notified before excavating.

TEMPORARY PROTECTION AND DIRECTION OF TRAFFIC:

The Special Provisions should contain the following:

No separate payment - include in other items.

LOCATION SURVEY
WIDENING AND OVERLAY

N. MAIN STREET AND COLUMBIA AVE.
(FRONT ST. TO OLD HWY. 30)
CITY OF BOARDMAN
MORROW COUNTY
PREFIX 325-1462

ESTIMATE OF COST

| ITEM | UNIT | QUANITY | UNIT PRICE | AMOUNT |
|---|---|---|---|---|
| MOBILIZATION | ALL | ALL | ALL | 5,600.00 |
| GENERAL EXCAVATION | C.Y. | 2,080.00 | 5.00 | 10,400.00 |
| 1"-0 AGGREGATE BASE | C.Y. | 1,470 | 9.00 | 13,230.00 |
| CLASS "B" A.C. MIXTURE | TON | 2,240 | 20.00 | 44,800.00 |
| FLAGGING | HOURS | 80 | 20.00 | 1,600.00 |
| EXTRA FOR ST. CONN. | EA. | 4 | 100.00 | 400.00 |

| | |
|---|---|
| Sub-total | 76,030.00 |
| Engr. and Cont. | 11,404.50 |
| TOTAL | $87,434.50 |

NOTE: Temporary Protection and Direction of Traffic, Watering, Asphalt Cement in the A.C. and the tack are to receive no separate payment-to be included in the listed bid items.

7160

ROBERT W. STRAUB
GOVERNOR

*Department of Transportation*
# STATE HIGHWAY DIVISION
REGION 5 OFFICE

W. E. Schwartz
Region Engineer

P. O. Box 850 ... ... ... La Grande, Oregon 97850 ... ... ... Phone 963-3177

March 20, 1979

Mr. Jim Thompson
City Administrator
City of Boardman
Boardman, Oregon

Dear Mr. Thompson

RE: Safer Off System Roads Funds, Main Street and Columbia Avenue Project

We have been notified by the Federal Highway Administration that all available funds for the Safer Off System Roads Program have been obligated and no additional projects will be accepted for programming. This action by FHWA leaves your project without preliminary engineering and construction funds and we will not be able to perform any work under this program.

At this point we need your guidance in determining a course of action for your project. The available options are as follows:

1. Temporarily postpone the project hoping that Congress will authorize funds which are allowed for in the 1978 Surface Transportation Assistance Act.

2. Continue with the project as per your original request or on a downscoped basis, utilizing your own funds and Special City Allotment funds.

3. Continue the project using only the Special City Allotment funds which have been set aside for your use.

I know this must be a very frustrating situation for you, but I am requesting your early action as we are holding up work awaiting your decision.

Do not hesitate to call if you have any questions.

Sincerely,

Roger C. Lang

Roger C. Lang
Region 5 Federal Aid Engineer

RCL:sh

cc Gerald Wimer
H. N. Van Cleave

Form 81-734 3123

February 26, 1979

City of Boardman
City Hall
Boardman, OR 97818

Attention: Ernabel Mittelsdorf
City Recorder

MISC. CONTRACTS and AGREEMENTS No. 6 / 2

Gentlemen:

Attached for your records is a fully executed copy of an agreement to construct the I-80N-Columbia Street Section of N. Main Street and the N. Main Street east 1,000 feet Section of Columbia Avenue in Boardman.

We have retained a fully executed copy of this agreement for the Transportation Commission's files.

Sincerely,

C. W. Head
COMMISSION SERVICES

dda
Attachment

bc Gerald Wimer (Agreement attached)

LOCATION SURVEY
WIDENING AND OVERLAY

N. MAIN STREET
(FRONT TO COLUMBIA)
CITY OF BOARDMAN
MORROW COUNTY
PILOT 325-1462
12-18
LOCATION NARRATIVE

SUMMARY:

This project was originally to be located and constructed under the "Special City Allotment Program". Upon completion of the field location work, the City of Boardman decided to make application for an SOS-R project that would expand on this project. A copy of a letter from the Region Federal Aid Engr. to the Local Government Section Manager, CDCT, explaining the SOS-R application, is attached.

DESCRIPTION OF PROJECT:

The project is located in the City of Boardman and is that portion of North Main Street from Front to Columbia Ave., a distance of approximately 1,240 ft.

The existing street is 24 ft. in width and is paved with asphaltic concrete. Throughout the project there are various places where A.C. surfacing abuts the existing paved street. As part of these paved surfaces will ultimately be the shoulders of the final roadbed, they will not be cut out, but will receive the 4 inches of overlay.

TYPICAL SECTION:

The proposed final section will be two-twelve foot travel lanes with four foot paved shoulders. The new, and existing, centerline will be common to each other, the widening that is to be done is in the shoulder areas only.

The base design (from Salem) is as follows:

1.5" A.C. (Final [illegible])
4.0" A.C.W.S. (Class "B" Mix)
12.0" A.B. (1"-0)

At those areas where A.C. surfacing abuts the existing paved street, the A.C. will taper for a distance of 4 ft. from the near edge of shoulder. On those areas w/o abutting A.C. surfacing, the 4 ft. taper will consist of 1"-0 A.B.

GRADING:

The Special Provisions should contain the following:

The contractor to [illegible] of the excavation [illegible].
Excavations shall [illegible].
Modify the [illegible] are omitted.

LOCATION NARRATIVE (CONT'D)



AGGREGATE BASE:

The Special Provisions should contain the following:

Modify the compaction specifications so that density tests are omitted.

WATERING:

The Special Provisions should contain the following:

No separate payment - include in other items.

ASPHALTIC CONCRETE:

The Special Provisions should contain the following:

No separate payment - include in the bid for A.C.

MATERIAL SOURCES:

Local commercial crushing and A.C. plants are in the vicinity; one at Boardman and one on Tower Road, [illegible] miles distant.

DRAINAGE:

The City of Boardman will take all of the necessary inlet, manhole, water valve, etc. adjustments. (NOTE: If this project becomes a part of a revised project, SCS-R, the City indicated that they would rather have the contractor take care of the adjustments).

R/W:

No additional R/W or easements will be necessary.

UTILITIES:

It appears from the profiles that there should be no problems with the water line and the sewer lines.

Umatilla Electric Cooperative, phone [illegible] 567-6414, is the power company serving this area. Their main facilities within the job limits are apparently not in conflict, but will be [illegible] before excavation.

TEMPORARY PROTECTION AND DIVERSION OF TRAFFIC:

The Special Provisions should contain the following:

No separate payment - include in other items.

LOCATION SURVEY
WIDENING AND OVERLAY

N. MAIN STREET
(FRONT TO COLUMBIA)
CITY OF BOARDMAN
MORROW COUNTY
PREFIX 325-1A62

ESTIMATE OF COST

| ITEM | UNIT | QUANTITY | UNIT PRICE | AMOUNT |
|---|---|---|---|---|
| General Excavation | Cy. | 220 | $ 5.00 | $ 1,100.00 |
| 1"-0 Aggregate Base | Cy. | 330 | 9.00 | 2,970.00 |
| Class "B" A.C. Mixture | Ton | 1,000 | 20.00 | 20,000.00 |
| | | | Sub-total | 24,070.00 |
| | | | Engrg. and Cont. | 3,610.50 |
| | | | TOTAL | $27,680.50 |

NOTE: Temporary Protection and Direction of Traffic, Watering, and asphalt cement in the A.C. are to receive no separate payment - to be included in the listed bid items.

Form E-863 (Revised)

OREGON STATE HIGHWAY DEPARTMENT

# LOCATING ENGINEER'S STATEMENT

**Submit 2 Copies With Estimate**

Prefix 325-1462 Highway (N. MAIN ST. (FRONT TO COLUMBIA)) Section Boardman City St.

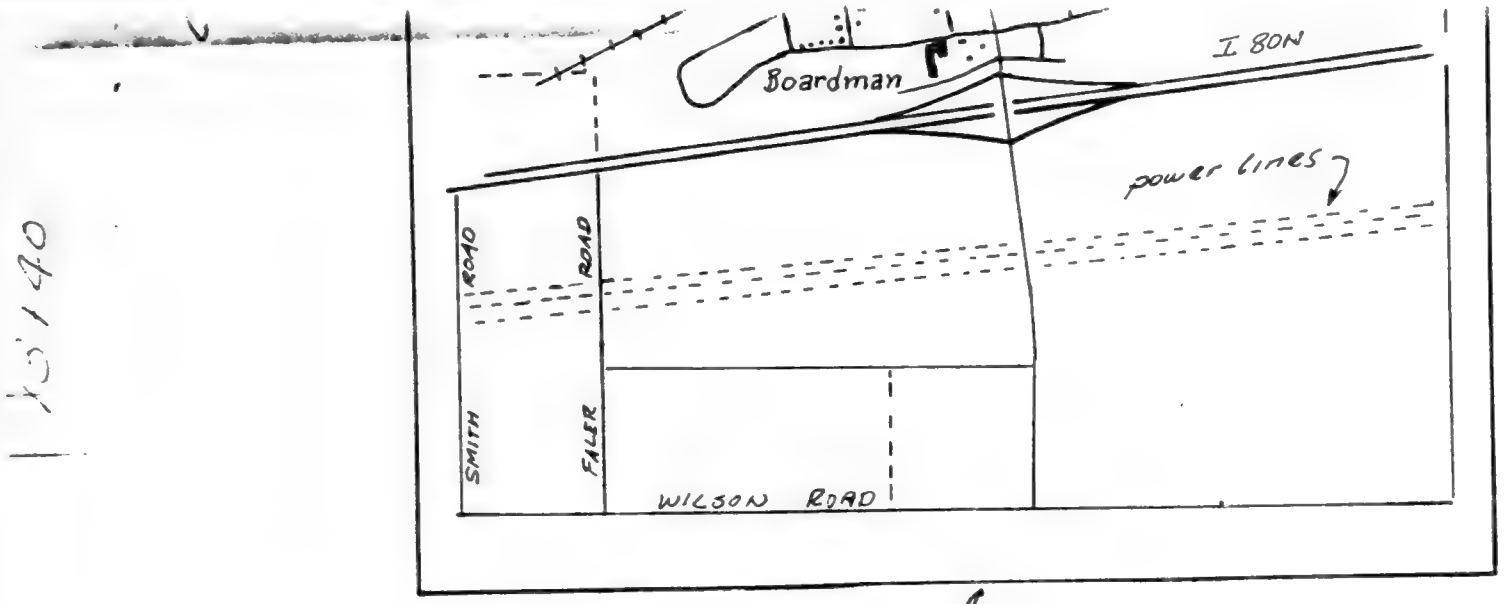
~~Highway Class~~ Morrow County Date 3/28/78

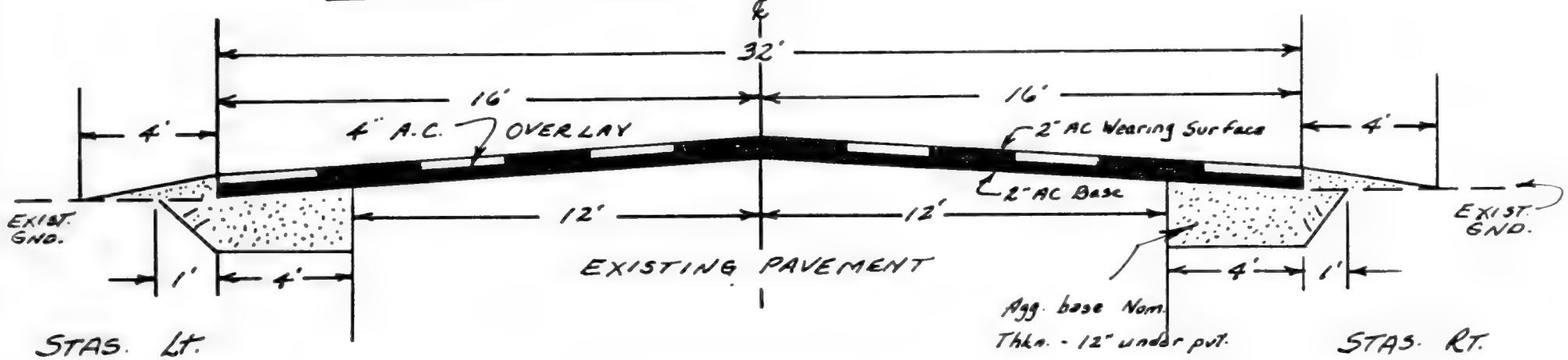
| Yes | No | N/A* | | |
|---|---|---|---|---|
| | | | 1. | Are the following being submitted? |
| X | | | | a. Detail Map (Hard Copy). FED HWY SHT. |
| | | X | | b. Small Scale Ownership Map. |
| | | X | | c. Abandonment Map. |
| | | X | | d. Vicinity Maps (PUC and Structures). |
| | | X | | e. RR Encroachment Maps and Cross Sections. |
| | | X | | f. Interchange Layout Sheets. |
| X | | | | g. Location Profile. |
| | X | | | h. Located Line Cross Sections. |
| | | X | | i. Mass Diagram. |
| X | | | | j. Earthwork and Other Calculations to Support Estimate. |
| X | | | | k. Field Notes. |
| | | X | | l. Coordinate Sheets. |
| | | X | | m. Clearing and Grubbing Chart. |
| | | X | | n. Report on Bench Mark Recoveries (Form E-369) |
| | | X | | (1) Description of Bench Mark (Form E-185). |
| | | X | | (2) Report on Condition of Bench Mark (Form E-186). |
| | | X | | o. Photostats of Deeds and Legal Instruments covering Ownerships. |
| | | X | | p. Copies of Maps, Plats and other necessary information for the preparation of R/W Descriptions. |
| | | X | | q. Property Appraisal and justifications for alternate facilities. |
| | | X | | r. Preliminary Soils and Material Report. |
| | | X | | s. Statement of Source of Materials and Stockpile Site (Form E-368). |
| | | X | | t. Sketch Map of all Proposed Stockpile Sites, Gravel Pits and Quarries, with supporting data for Descriptions. |
| | | X | | u. Estimate for Movement of Utilities. |
| X | | | | v. Quantity Summary. |
| X | | | | w. Cost Estimate. |
| X | | | | x. Narrative Report of Survey. |
| | | X | 2. | Have all traverses that are required for the preparation of Metes and Bounds Descriptions been closed? |
| | | X | 3. | Have all required temporary easements been designated as to area, type and duration? |
| X | | | 4. | Have you taken into consideration the mechanics and properties of the various types of soil encountered? FOR BASE DESIGN |
| | X | | 5. | Have samples of the surfacing materials been submitted for test by the Salem laboratory? |
| | X | | 6. | Have you investigated drift conditions (snow and sand)? |
| | X | | 7. | Are there slide conditions apparent? |
| | X | | 8. | Have you been over this project with a Soils representative? |
| | X | | 9. | Have you been over this project with a R/W representative? |
| | | | 10. | Has a typical section of the following been platted on the location profile? |
| X | | | | a. Roadbed Grading, with Surfacing. |
| | | X | | b. Retaining Walls. |
| | | X | | c. Slope Benching. |
| | | X | | d. Hand Placed Slopes. |
| | | X | | e. Rip Rap Work. |
| | | X | | f. Irrigation Ditches. |
| | | X | | g. Special Drainage Ditches. |
| | | X | | h. Channel Changes. |
| | | X | | i. Flumes. |
| | | X | | j. Sidewalks, Curbs and Gutters. |
| | | X | | k. Tunnel (Drainage). |
| | X | | 11. | Is relocation of a scale site necessary? |
| | X | | 12. | Does this project involve construction of a frontage road? |
| | X | | 13. | Will there be unusual difficulty in handling traffic during construction? |
| | X | | 14. | Have all important alignment points been referenced? CITY TO ADJUST MONUMENTS |
| X | | | 15. | Have all location problems been discussed in the Narrative Report of Survey? |

* Non Applicable

Signature [signature]
Locating Engineer

Address HERMISTON



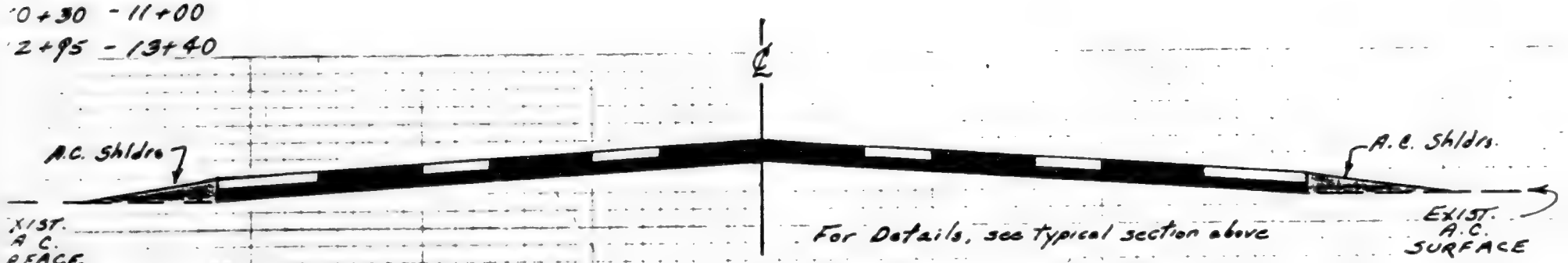

STAS. Lt.

6+10 - 6+60
6+85 - 7+75
8+05 - 9+10
9+40 - 9+75
10+30 - 11+00
12+95 - 13+40

STAS. Rt.

3+50 - 12+50

## TYPICAL SECTIONS

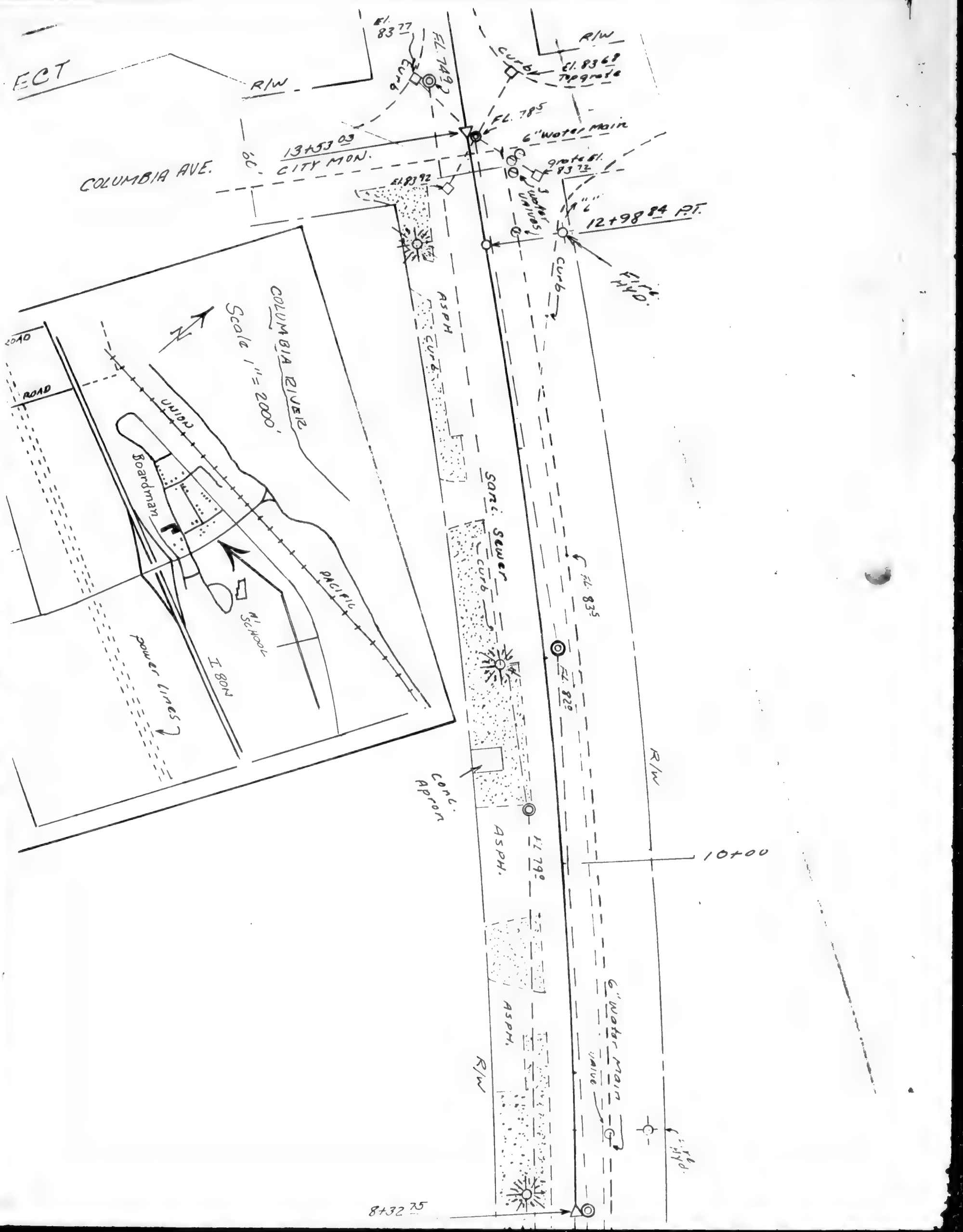



STAS. Lt.

1+00 - 6+10
6+60 - 6+85

STAS. Rt.

1+00 - 3+50
12+50 - 13+40


ECT
R/W
El. 83.77
Curb
El. 74.9
El. 83.68
top of curb
FL. 78.5
6" Water Main
13+53.03
COLUMBIA AVE.
66' CITY MON.
grate El. 83.72
El. 83.92
3 water valves
12+98.84 P.T.
Curb
Fire Hyd.
ASPH
Curb
SAN. SEWER
Curb
FL. 83.5
FL. 82.9
R/W
10+00
Conc. Apron
El. 77.9
ASPH.
ASPH.
6" Water Main
Valve
R/W
Fire Hyd.
8+32.25
COLUMBIA RIVER
Scale 1" = 2000'
ROAD
ROAD
UNION
Boardman
PACIFIC
H.S. SCHOOL
I BON
POWER LINES

1.9488° C.L.
Δ 18° 10'
P = 2940.00
L.M.C. 932.18
T. = 467.06

Umatilla Elect. Coop.
Phone: Harmiston 567-6414

Fire Hyd.
El. 92.3
2" conduit for power to city pumping sta.
FL. EL. 90.5
E.O.
valve
Main
valve
FL. 89.5
15" Storm Sewer
FL. 91.5
FL. 89.5
ASPH
ASPH.
ST. LITE
N. MAIN ST.
ASPH.
R/W
8732.25
CITY MON.
water valve
5+00
R/W
80'
SOARDMAN AVE.
San. Sewer
3766.66 P.C.
6" water main
Fire Hyd.
valve
El. 03.4
El. 97.8
El. 03.5
Island with curbs
3736.66
CITY MON.
6" water main
R/W
60'
ASPH.
N
SEC. 6
T. 4 N., R. 26 E.

HORIZ. SCALE 1" = 50'
VERT. SCALE 1" = 5'

act. Coop. 567-6414
rmission

to volts
ower

FL 915

STA. 5+00

N. MAIN ST.

STA. LINE

water valve

ASPH.

Island with curbs

Fire Hyd.

valve

R/W

SAN. SEWER
3+66.66 P.C.

3+36.66
CITY MON.

6" water main

80'

BOARDMAN HI.

R/W

EL 978

EL 0345

EL 0344

WATER VALVE

ASPH.

R/W

ASPH.

R/W

Rim
EL 0345
CATCH BASIN

TOP
EL 0340

FRONT

SEC. 9
T4N, R25E

N

HORIZ. SCALE 1" = 50'
VERT. SCALE 1" = 5'

OREGON STATE HIGHWAY DIVISION

TO: Boardman

Ardean Bernard, Engineering Section

SUBJECT: Location Data
N. Main St. (Front to Columbia)
City of Boardman

FROM:

DATE: December 21, 1978

Shirley Hiatt, Secretary

Would you please return the location data for subject SCA project to W. C. Ferguson, Resident Engineer, P. O. Box 459, Pendleton, Oregon.

This was transmitted from this office to the Location Section via our memo of 3/1/78 (Hagedorn's memo of 2/28/78).

Project prefix was 325-1462.

Versteeg
Christensen
George
Olson
Terpin
Sullivan
Scott
Andersen

RECEIVED
DEC 22 1978
ENGINEERING SECTION

Trout Steele 2 1248
Do Not File ☐
Return To
Bring Up / /
Action

12-27-78
Set is in Location Sec.
a copy of this memo
to Pierstorff. He will
send data as requested
(1978

cc Ferguson

(SIGNATURE)

PLEASE REPLY HERE

CC:

(SIGNATURE) (DATE)

1. SENDER SHOULD DETACH SHEET NO. 4 AND HOLD UNTIL REPLY IS RECEIVED, LEAVING 1ST 2 CARBONS INTACT.
2. ADDRESSEE SHOULD REPLY, DETACHING SHEETS, RETAINING SHEET NO. 1 AND RETURNING SHEET NO. 3 TO SENDER.
3. SHEET NO. 2 MAY BE USED AS INFORMATIONAL CARBON COPY OR DESTROYED.

1

ROBERT W. STRAUB
GOVERNOR

*Department of Transportation*
# STATE HIGHWAY DIVISION

W. E. Schwartz
Region Engineer

P. O. Box 850 La Grande, Oregon 97850 Telephone 963-3177

December 29, 1978

The Hon. Gerald W. Peck
Mayor of Boardman
Boardman, Oregon 97818

Dear Mayor Peck:

Re: I- - Columbia Avenue Section . . Street, east to proximately
l( - - Columbia . . . project

In my letter . . . . . mission . . . . . as descri . . . . .

Althou . . . . . and must . . . . . any acti . . . . . 10-1-7 . . . . . may not . . . . .

In the interest of keeping your . . . . . all or part of your project with . . . . . are successful, the funding rate will . . . . . $75,000 project, coupled with the . . . . . explanation below:

| | | |
|---|---|---|
| $75,000 x .60 | = | . . . ,500 |
| + 25,000 SCA | | 25,000 |
| | | $59,500 |

Will eventually obligate
66% of #75,000 or #66,000
Local funds

Any project . . . over . . ,500 will . . . . . it cost.

This funding method is the same as originally described to you . . . Thompson.

Received 12-22-78

TWT - Signed Copy . . . . . for your information

Form 81-734 3123

We should know in the near future if we are successful in funding the project in this manner. I will keep you informed.

Do not hesitate to call if you have any questions.

Sincerely,

Roger C. Lang

Roger C. Lang
Region Federal Aid Specialist

RCL/vt
cc: Hal Versteeg
Buzz Swan
Gerald Wimer
W. C. Ferguson

ROBERT W. STRAUB
GOVERNOR

# *Department of Transportation*

TRANSPORTATION BUILDING, SALEM, OREGON 97310

December 19, 1978

TO: CITIES OF BAKER, BOARDMAN, CANYONVILLE,
CARLTON, COOS BAY, DALLAS, ENTERPRISE and TILLAMOOK

Attn: City Managers and Public Works

SUBJECT: 1979 SOS Program

Under date of December 13, you were advised that the Oregon Transportation Commission had approved the allocation of projected Fiscal Year 1979 Safer Off-System Program funding for the project requested in your city.

The Oregon Department of Transportation has been advised by the Federal Highway Administration, and we wish to share this with you, that, "DOT (FHWA) does not plan to submit a supplemental appropriation request for FY 1979". This means "Those programs in the Surface Transportation Act of 1978, that are not funded from the trust fund, or have prior contract authority, will not be funded. The major program affected will be the Safer Off-System Roads program, utilizing general funds, will not have a 1979 appropriation".

We will utilize funds from prior years to fund, at least the preliminary engineering phase, these projects, if any unobligated balances are available.

The one alternative, to attempt full funding appropriation, is to write to the League of Cities and/or your Congressman.

We hope this does not cause any undue constraints on your city and am sorry to have to inform you of this proposal.

Happy Holidays and a prosperous New Year.

Very truly yours,

G. W. Wimer, Manager
Local Government Section

DNH:pf

cc: William Penhollow (AOC)
Noel Klein (LOC)
Fred Klaboe
H. S. Coulter
E. S. Hunter
V. E. Skoog
D. E. Swan
Local Government Section ✓
Region Federal Aid Specialists

ROBERT W. STRAUB
GOVERNOR

# Oregon State Highway Division

REGION 5 OFFICE

W. E. Schwartz
Region Engineer

P. O. Box 850 La Grande, Oregon 97850 Telephone 963-3177

December 4, 1978

The Hon. Gerald W. Peck
Mayor of Boardman
City Hall
Boardman, Oregon 97818

Dear Mayor Peck:

Re: I-80 N - Columbia Avenue Section
N. Main Street, east approximately 1,000 feet on Columbia
SOS-R, Group II, and SCA Project

The Safer Off System Roads project which you applied for on January 17, 1978 has been approved for funding by the Transportation Commission at their regular meeting on November 28, 1978.

Under the terms of the 1978 Surface Transportation Assistance Act, the Federal participation has been increased from 86% to 88%. Based on the preliminary estimate of $92,500, this will result in $66,000 Federal funds (88% of $75,000, Max. Group II project, see SOS-R Working Agreement), $25,000 Special City Allotment and $1,500 City funds. This preliminary cost may be low and the final figure could be higher. During the completion of the field we shall be in close contact with you so that the project may be designed within available financing limits of the City.

Our Project Management Section has initiated action to begin the A-95 Review (if necessary), program the project with FHWA and prepare the necessary agreements for Construction and Financing of the project.

No work may be performed on the project until fully approved by FHWA. I will be in contact with you as individual steps of the program process are accomplished.

Sincerely,

Roger C. Lang
Region Federal Aid Specialist

RCL/vt
cc: Buzz Swan
Gerald Wimer
W. C. Ferguson

Form 81-734-3122

November 15, 1978

TO: OREGON TRANSPORTATION COMMISSION

FROM: H. S. Coulter
State Highway Engineer

SUBJECT: Fiscal Year 1979 SOS Fund Allocation
Proposed Safer Off-System Roads Projects

On the Consent Calendar for the November 21 meeting will be a tabulation showing the distribution of Fiscal year 1979 Safer Off-System Roads funds. The allocation has been computed in accordance with the federal requirements and a formula developed in cooperation with the League of Oregon Cities and the Association of Oregon Counties.

The President signed into law the Surface Transportation Assistance Act of 1978. The act, among other things, extends the SOS program for four years, FY 1979, 1980, 1981, 1982. Oregon's projected apportionment for FY 1979 is $3,650,000.

I recommend your approval of the allocation of FY 79 SOS funds. Also on the Consent Calendar will be two requests for approval of SOS projects. These projects are described as follows:

Group I - Eugene - Springfield Urbanized Area

The City of Eugene is requesting two projects, one is for constructing sidewalks and curbs on Jeasenzie Drive over Beltline Road and is estimated to cost $62,000. The other project is for a bridge over Oregon Channel on Coburg Road Viaduct and is estimated to cost $110,000.

Group II - Cities less than 50,000 population

The City of Baker is requesting a bridge over Powder River on Broadway Street at an estimated cost of $111,000.

The request by the City of Boardman is for grading and paving portions of North Main Street and Columbia Ave. and is estimated to cost $92,500.

Group II - Continued

The City of Canyonville is requesting a grading and paving project on the I-5 to Main Street Section on West First Street and is estimated to cost $75,000.

The City of Carlton is requesting a grading, paving and curbing project on S. Yamhill St., W. Washington St., and E. Polk St. and is estimated to cost $50,000.

The request by the City of Coos Bay is for a grading, paving and curbing project on Ingersol Ave.-Kruse Ave. Section on Tenth Street and is estimated to cost $75,000.

The City of Dallas is requesting a grading, paving, curbing and sidewalk project on portions of Main St., Brentwood Ave., "A" Street, and Fenton Ave. and is estimated to cost $250,000.

The request by the City of Enterprise is for a grading, paving and curbing project on the Main Street-Greenwood Street Section of West Second Street and is estimated to cost $[illegible],000.

The City of Tillamook is requesting a paving project on 4th, 5th, 7th and 8th Streets consisting of a number of connecting streets and is estimated to cost $[illegible].

The Federal funds requested for these projects is estimated to be $[illegible] and the estimated [illegible] local [illegible] would be $[illegible].

These projects have been ranked, and are eligible for funding under the Safer Off-System Roads Program. I [illegible] approval of these projects and request authorization to sign the necessary agreements for and on your behalf.

Att.

bc: R. A. Burco
F. B. Klaboe
C. W. Head
E. S. Hunter
R. N. Bothman
Walt Hart
D. H. Moehring
V. E. Skoog
J. H. Versteeg
E. L. Hardt
C. O. Fredrickson
A. Shirley, Jr.
Dale Miller
M. E. Schwartz
D. N. Harwell
Gary Potter
George [illegible]

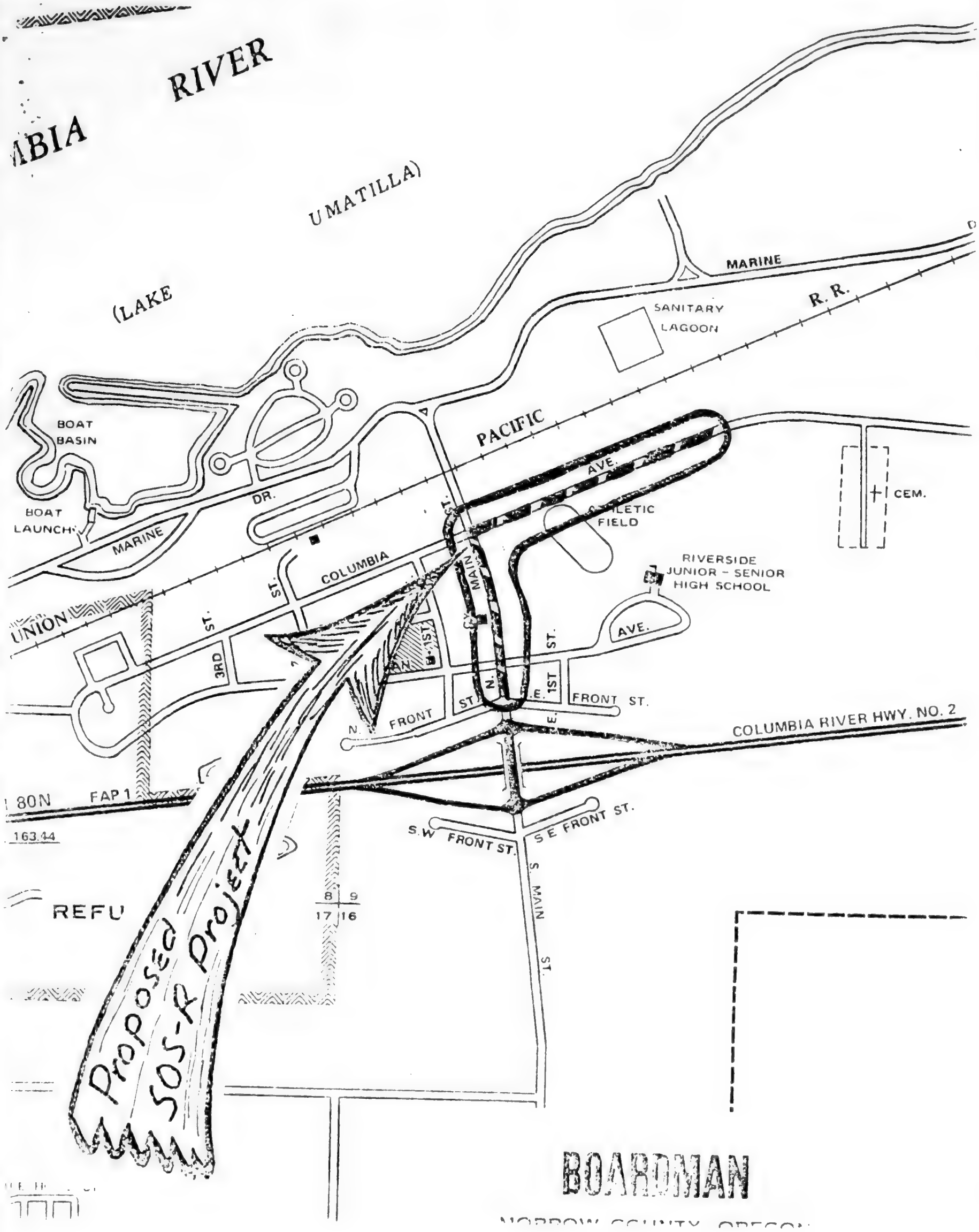
City of Boardman
Proposed SOS Project

I-80N to Columbia Ave. Section
N. Main St.
N. Main St. east 1,000 ft.
Columbia Ave.
Grade and pave
$92,500

Grade and pave a roadway 44 feet between curbs. No sidewalks.
No additional R/W.

Engineering by State.

Note: $25,000 SCA funds to be used as matching funds.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CEM.
ILETIC
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RIVERSIDE
JUNIOR - SENIOR
HIGH SCHOOL
COLUMBIA
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UNION
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FRONT ST.
N. FRONT
ST.
COLUMBIA RIVER HWY. NO. 2
80N
FAP 1
163.44
S.W FRONT ST.
S E FRONT ST.
S. MAIN ST.
REFU
8 9
17 16
Proposed
SOS-R Project
BOARDMAN

FORM E-30

# OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Hermiston

DATE February 28, 1978

TO W. E. Schwartz
Region Engr.

FROM J. R. Hagedorn
Res. Engr.

SUBJECT Transmittal of Location Survey
Widening and Overlay
N. Main Street
(Front to Columbia)
City of Boardman
Prefix 325-1462

RE ☒ RCE ☐ RME ☐ ROE ☐
RFA ☐

MAR 1 1978

RECEIVED
REGION 5 OFFICE

Submitted herewith is the following supporting data for the subject named location survey:

1 Folder containing:

3 Copies Location Narrative
3 Copies Estimate of Cost
2 Copies Locating Engrs. Statement
1 Set level notes
*1 Copy Roger Lang letter (City letter attached)

1 Folder containing:

Computations for bid items

1 Mylar Federal Aid Sheet Plan and Profile

*Please refer to the Summary on the first sheet of the Narrative.

Frank Terpin, Location Engineer March 1, 1978

Herewith above survey records. Copies of these records have been retained in the region office.

W. E. Schwartz
Region Engineer
By:
D. E. Epley

FORM 81.734.3030

# OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE:

La Grande, Oregon
January 25, 1978

FROM: Roger C. Lang
Region Federal Aid Engineer

TO: Gerald Wimer
Local Government Section Manager

S A L E M

SUBJECT: Proposed SOS-R Project
Front Street- Old U.S. 30 Section
N. Main Street-East Columbia Street
City of Boardman

Enclosed is a project application received from the City of Boardman on 1-17-78 concerning the above proposed project. Also enclosed in a copy of a letter received from the City of Boardman requesting deferral of the 1978 SCA project on North Main in order to take advantage of the possible project expansion under the SOS-R program.

The expanded project would provide for a realistic upgrading of the route to Boardman's food processing complex that is under the City's jurisdiction.

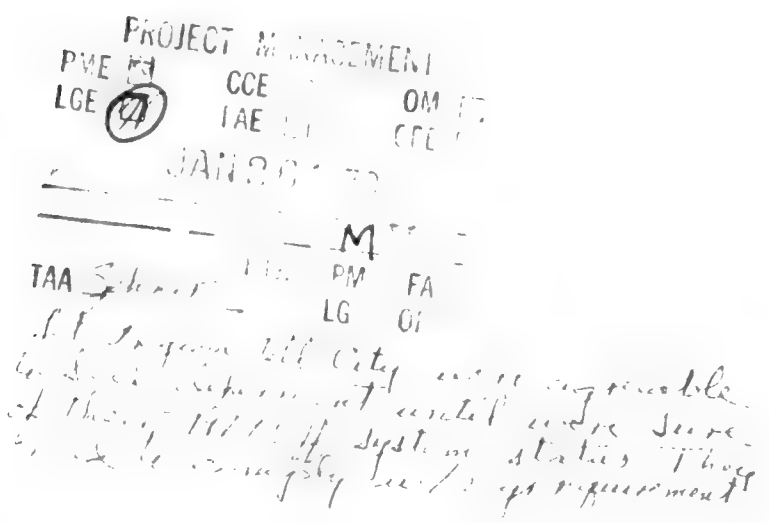
A portion of the preliminary engineering under the SCA project has been accomplished. A revised Authority for Survey showing the anticipated survey costs is enclosed. Base design has been furnished.

A project assessment is presently being reviewed by Jim Kennedy, Region Environmentalist, and will be forwarded to the Environmental Unit upon completion.

Please log in the application and hold until June 30 when projects will be assigned priority under the terms of the SOS-R Agreement with LOC and AOC.

RCL/dlm
Attachments

cc: Gary Potter
F. E. Terpin
Harold Brainerd w/ attach.
Region V R/W w/ attach.
J. R. Hagedorn w/ attach.
V. L. Moore w/ attach.
Harlin Gerlach w/ attach.



January 20, 1978

City of Boardman
City Hall
Boardman, OR 97818

**Attention: Shirley Zielinski**
**City Clerk**

MISC. CONTRACTS AND AGREEMENTS No. 6225

Gentlemen:

Attached for your records is a fully executed copy of an agreement covering the improvement of N. Main Street (Front to Columbia) in the City of Boardman.

We have retained a fully executed copy of this agreement for the Transportation Commission's files.

Very truly yours,

C. W. Head
COMMISSION SERVICES

**dda**
**Attachment**

bc Don Harwell (Agreement attached)

FEDERAL AID PROJECT REQUEST

SOS 2502 ( )

Date JAN. 17, 1978

Applicant Agency City of Boardman

Request for: Off-System X, FAS-C ____, FAUS ____ Project

Federal Aid Route No. N/A Route Name N. main & East Columbia.

Project Name Front St. — ~~City limits~~ Sec. old U.S. 30

Project Length 2800 ft Project Location (Attach sketch map)

Project Description Grade curbs drainage pave

Average Daily Traffic 3 Design Speed

RE RCE RME RGE RFA

JAN 17 1978

RECEIVED
REGION 5 OFFICE

Complete Applicable Sections:

I. ROADWAY DATA

1. Existing Roadway: (Attach sketch)

Width *Variable Travel Lanes 2 Shoulders Variable

Medians None Parking Allowed on shldrs

Sidewalks None

Remarks * N. main 28-32', East Columbia 20-22'

2. Desired Roadway Cross Section: (Attach sketch)

Width 44 Travel Lanes 2 - 12' Shoulders N/A

Medians None Parking 10'

Curbed YES Length Curb Radii 15

Sidewalk/Bikeway No

Remarks Low usage and cost estimate is disproportionate

II. RIGHT-OF-WAY DATA

1. Existing Right-of-Way:

General Width ____ Minimum 60' Maximum 80'

2. Has right-of-way been acquired for this project subsequent to January 2, 1971?
Yes ____ No X

3. Will additional right-of-way be needed? Yes ____ No Y
If answer is "yes," will cost of right-of-way be subject to Federal reimbursement? Yes ____ No ____
Remarks N. Main R/W 80', East Columbia 60'

III. TRAFFIC CONTROL DATA

1. Existing Signalization and Location:

N/A

2. Proposed Signalization:

Location N/A

Type
Phases
Type of Suspension
Interconnected
Remarks

3. Permanent Signing:

Include in project or by applicant? IN project

4. Permanent Striping:

Include in project or by applicant? IN project

IV. ILLUMINATION DATA

1. Existing Illumination and Location:

N/A

2. Proposed Illumination:

Location N/A
Type

Remarks

V. STRUCTURE DATA

1. Existing Structure:

Location N/A
Type
Approach Roadway Width Shoulder Width
Length Width
To remain in place?

2. Proposed Structure:

Location N/A

Approximate Size: Length Width

Are sidewalk/bikeways desired: _____

Are any utilities to be attached to structure? _____

Are provisions for illumination desired? _____

Are there any unusual or complicating conditions? _____

Remarks _____

VI. RAILROAD DATA

1. Are there any railroad crossings? Yes _____ No X

Name of Railroad _____
Existing Crossing Protection _____

2. Will existing railroad crossing be altered? _____

Remarks _____

VII. ACTION PLAN REQUIREMENTS

During project development for Category 1, 2, and 3 projects, the city or county shall perform and document responsibilities as found indexed in the Oregon Action Plan, particularly Citizen Involvement and Participation; Environmental Aspects; and Public Hearing Requirements.

The OSHD Region Engineer will provide assistance, liaison and monitoring for these activities.

Responsible local office and party to be contacted for the following activities:

1. Citizen Involvement — Jim Thompson, City Administrator / Office
2. Environmental — " " " / Office
3. Public Hearing — " " " / Office

Remarks _____

VIII. GENERAL INFORMATION

1. Project preliminary engineering to be performed by:

Applicant _____ State X Consultant _____

2. Project construction engineering to be performed by:

Applicant_____ State X Consultant_____

3. Will applicant perform any work prior to or after award of contract?
Yes_____ No X
If "yes," describe briefly:_____

4. Applicant's estimate of cost for requested project:

| | |
|---|---|
| Roadway Work | $ 84,500 |
| Right-of-way costs (if participating) | — |
| Traffic control | — |
| Illumination | — |
| Structures | — |
| Railroad | — |
| Other_____ | — |
| Preliminary engineering | 8,000 |
| PROJECT TOTAL | $ 92,500 |

Remarks City is requesting 1998 SCA funds be used as Match for this project.

THIS APPLICATION IS AN OFFICIAL REQUEST FROM:

CITY OF Boardman and/or _____ COUNTY

By James D Thompson
City Administrator

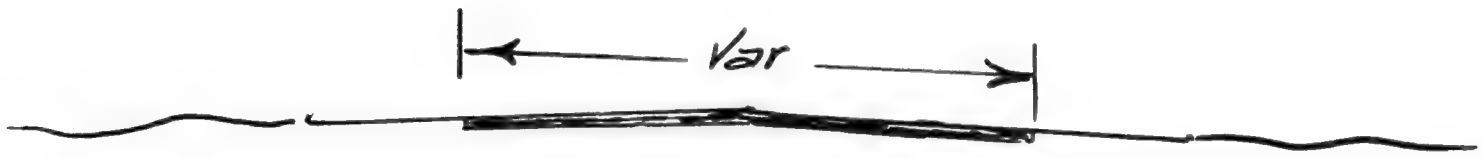
By _____
Mayor

By_____

By_____

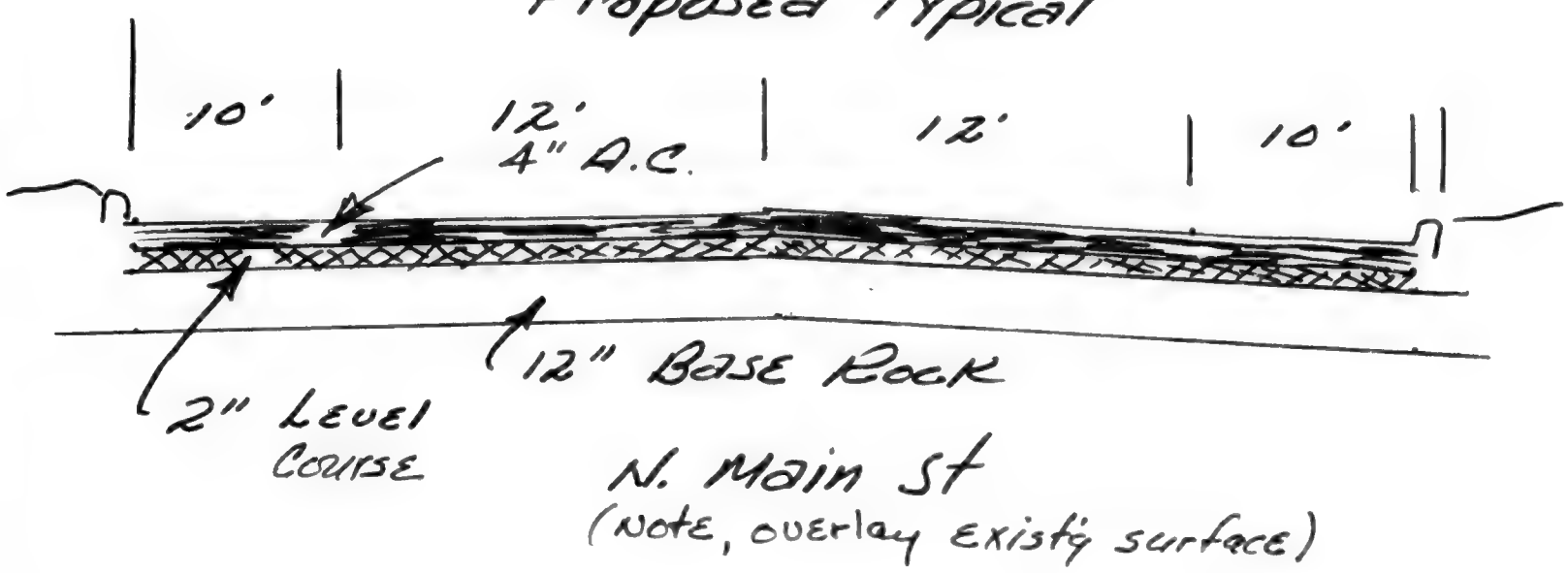
By_____

# Existing Typical Sec

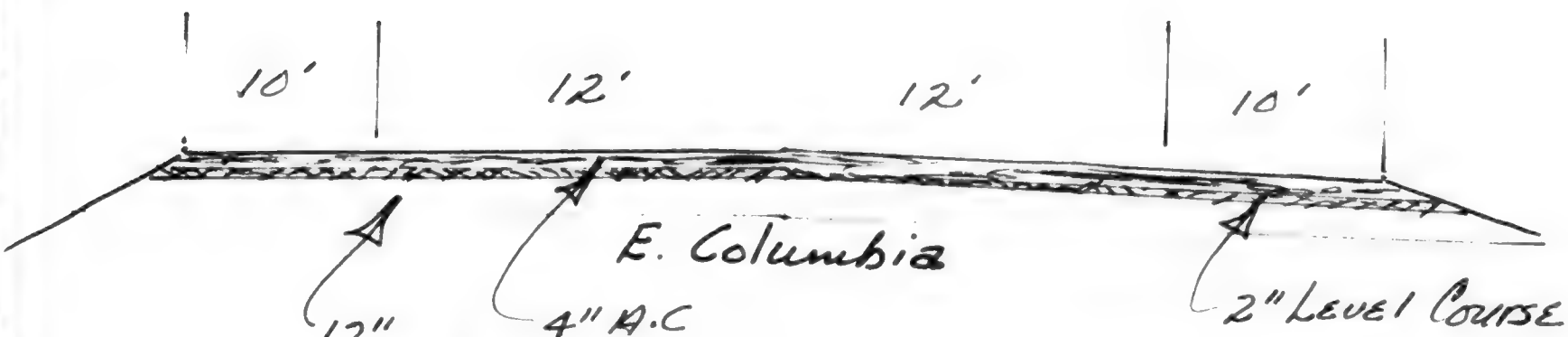



N. Main
E. Columbia

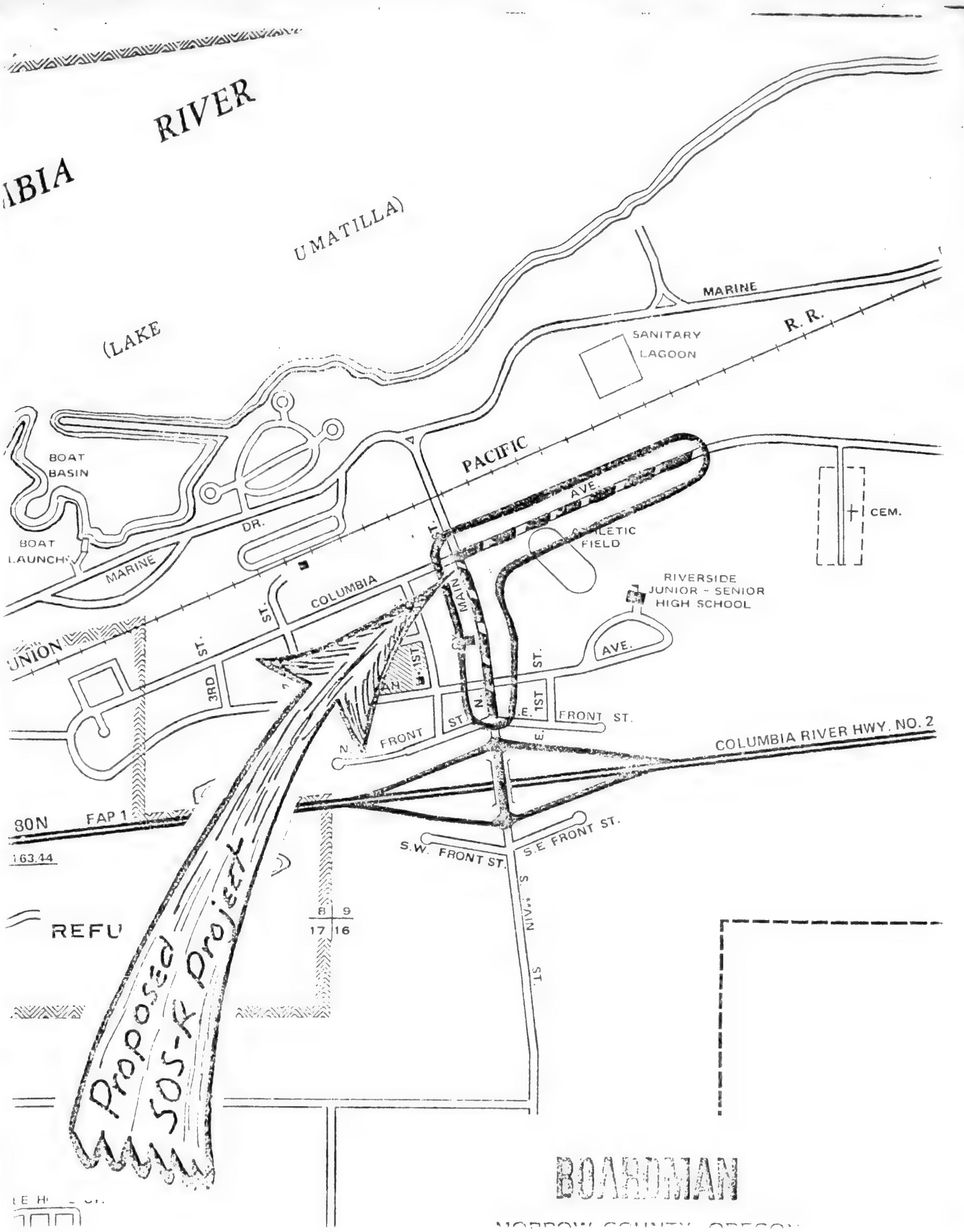
# Proposed Typical




N. Main St
(Note, overlay existg surface)




(Note overlay existg surface)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N. FRONT
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E.
COLUMBIA RIVER HWY. NO. 2
80N
FAP 1
163.44
S.W. FRONT ST.
S.E FRONT ST.
S. MAIN ST.
REFU
8 9
17 16
Proposed
SOS-F Project
BOARDMAN

# City of Boardman

206 MAIN STREET NORTH
BOARDMAN, OREGON 97818
TELEPHONE (503) 481-9252

January 17, 1978

RE ☐ RCE ☐ RME ☐ ROE ☐
RFA ☒ JAN 17 1978
RECEIVED
REGION 5 OFFICE

Department of Transportation
P. O. Box 850
LaGrande, Oregon 97850

Attention: Roger Lang

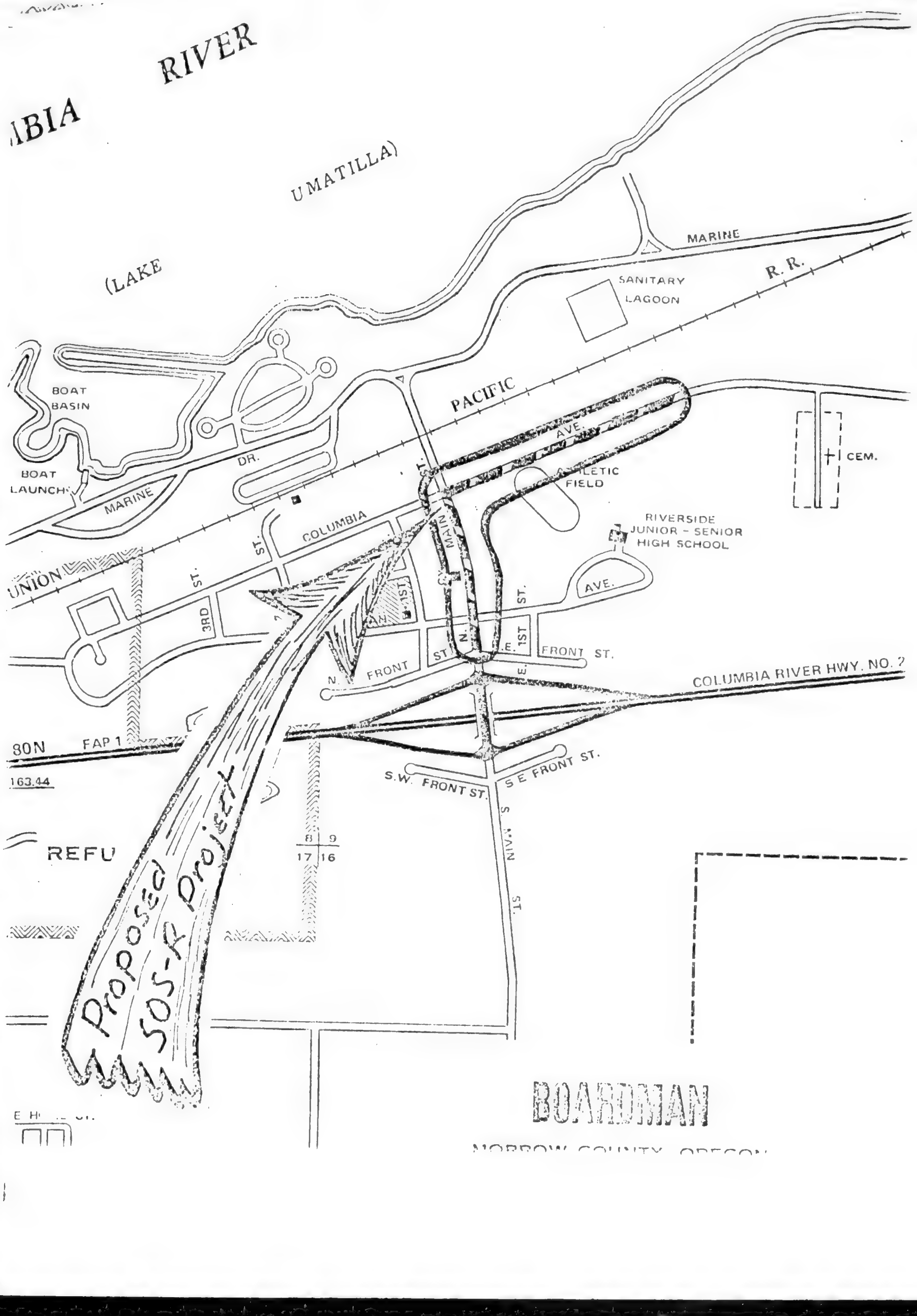
Gentlemen:

The City of Boardman respectfully requests to have its 1978 special city allotments grant program deferred for one year so that the city may make grant application to the Safer Off Roads System for further improvements on our streets.

Sincerely,

Jim Thompson

Jim Thompson
City Administrator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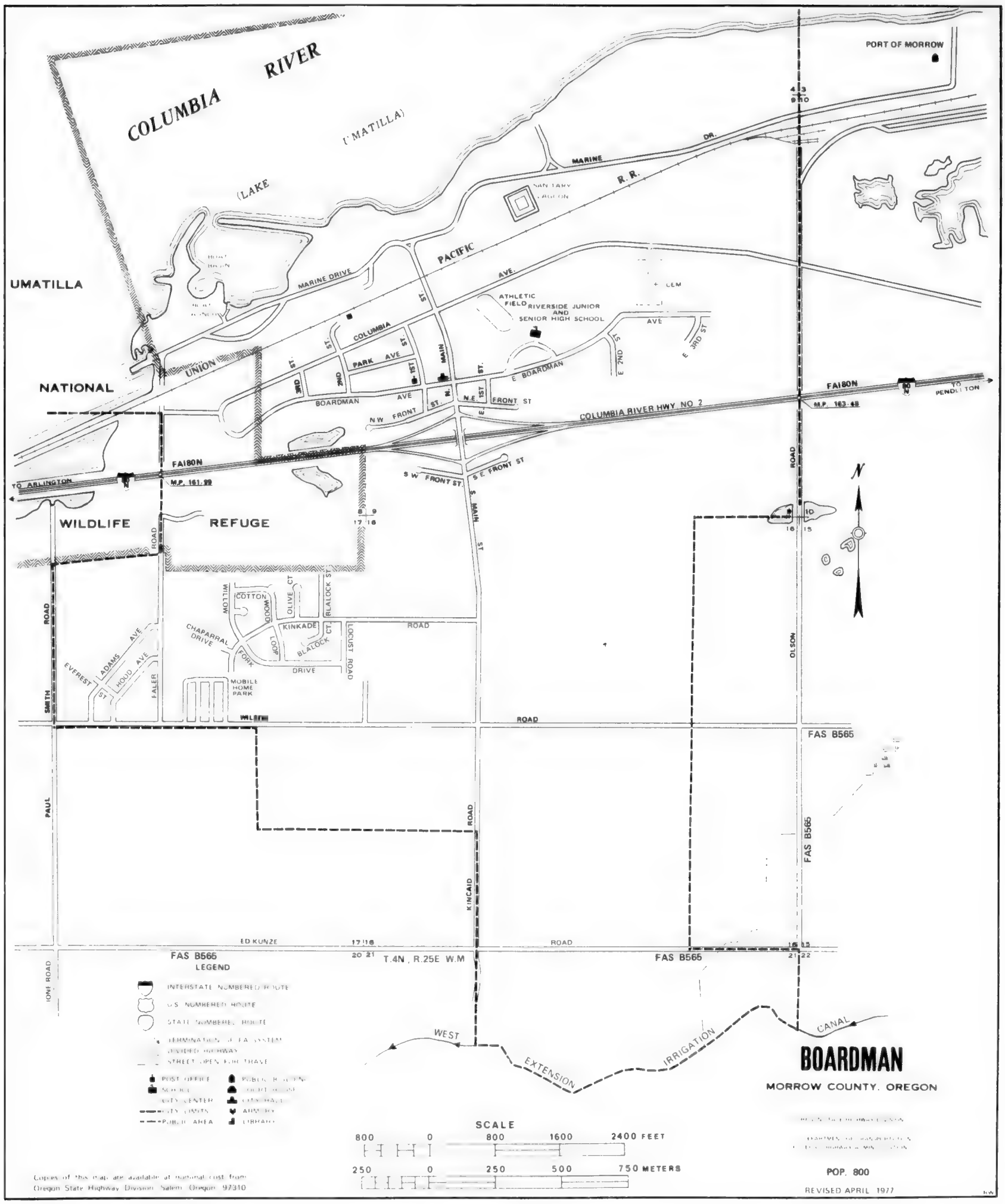

COLUMBIA RIVER
(UMATILLA)
(LAKE
PORT OF MORROW
MARINE DR.
R.R.
UMATILLA
MARINE DRIVE
PACIFIC AVE.
ATHLETIC FIELD
RIVERSIDE JUNIOR AND SENIOR HIGH SCHOOL
CEM
NATIONAL
UNION ST.
COLUMBIA ST.
PARK AVE
MAIN ST.
E BOARDMAN
E 2ND ST
E 3RD ST
AVE
BOARDMAN AVE
NW FRONT
NE 1ST
FRONT ST
COLUMBIA RIVER HWY NO 2
FAIRON
M.P. 163.48
TO PENDLETON
TO ARLINGTON
M.P. 161.99
SW FRONT ST
SE FRONT ST
S MAIN ST
WILDLIFE
REFUGE
ROAD
WILLOW
COTTON
OLIVE CT
BLALOCK ST
KINKADE
BLALOCK CT
LOCUST ROAD
CHAPARRAL DRIVE
LOOP
FORK
DRIVE
MOBILE HOME PARK
EVEREST ST
ADAMS AVE
HOUD AVE
FALER
SMITH
PAUL
IONE ROAD
KINCAID
OLSON
ED KUNZE
FAS B565
T.4N., R.25E W.M
LEGEND
INTERSTATE NUMBERED ROUTE
U.S. NUMBERED ROUTE
STATE NUMBERED ROUTE
TERMINATION OF FA SYSTEM
DIVIDED HIGHWAY
STREET OPEN FOR TRAVEL
POST OFFICE
PUBLIC BUILDING
SCHOOL
CITY CENTER
CITY LIMITS
PUBLIC AREA
ARMORY
LIBRARY
WEST EXTENSION IRRIGATION CANAL
SCALE
800 0 800 1600 2400 FEET
250 0 250 500 750 METERS
BOARDMAN
MORROW COUNTY, OREGON
POP. 800
REVISED APRIL 1977
Copies of this map are available at nominal cost from Oregon State Highway Division, Salem, Oregon 97310

OREGON STATE HIGHWAY DIVISION
Location Section
Surfacing Design Unit

Section: Boardman (N. Main St.)
Highway: City Street (Boardman)
County: Morrow
Prefix: 325-1462
Res. Engr. John R. Hagedorn

Date January 11, 1978
Ten Year Traffic Coefficient 9.6
18 kip s.a. per day 438.8
R value 35+
Frost Penetration 14" - 18"
CBE Total Requirement 22.0"

STRUCTURAL SECTION
NEW WORK

| ACTUAL THICKNESS | COMPONENT | CREDIT |
|---|---|---|
| 1.5" | A.C. (Final Stage) | 3.0 |
| 4.0" | A.C.W.S. (Cl. B) | 8.0 |
| 12.0" | A.B. (1.0"-0) | 12.0 |
| 17.5" | | 23.0" |

EXISTING ROADWAY
(Width 24'±)

| | |
|---|---|
| 1.5" | A.C. (Final Stage) |
| 4.0" | * A.C.O.L. (Cl. B) |

| | | |
|---|---|---|
| 1.0" | Asphaltic Concrete Wearing Surface & Base | = 2.0" Aggregate Base |
| 1.0" | Cement Treated Base | = 1.8" Aggregate Base |
| 1.0" | Plant Mix Bituminous Base | = 1.8" Aggregate Base |
| 1.0" | Emulsion Treated Wearing Surface & Base | = 1.8" Aggregate Base |
| 1.0" | Soil Cement (Existing Roadway Material) | = 1.5" Aggregate Base |
| 1.0" | Oil Mat | = 1.1" Aggregate Base |
| 1.0" | Lime or Cement Treated Subgrade | = 1.0" Aggregate Base |
| 1.0" | Aggregate Subbase | = 0.8" Aggregate Base |

*Above Factors apply to materials that comply with Standard Specifications and Special Provisions.*

F.H.W.A.
Location Engineer
Construction Engineer
Materials
Region Engineer
Resident Engineer
Specifications Engineer
Final Design Engineer
Regional Geologist
Local Government Programs

* Overlay thickness determined by deflection measurements.

B0A001
1/20

OREGON STATE HIGHWAY DEPARTMENT

# AUTHORITY FOR SURVEY

Section Boardman (N. Main Street) Date Nov. 18, 19 77

Highway City Street(Boardman) Authorization No. 1

County Morrow Survey Prefix 325-1462 (Assigned by Salem office)

**Description of termini, route, length, etc.:**

In the City of Boardman, beginning at Columbia Ave.; thence Southerly a distance of approx. 0.23 miles to Front Street.

**Purpose of survey:** To prepare plans, specifications and estimate of cost for widening & overlay of a 2-lane street.

**Estimate of cost:**

| | | | |
|---|---|---|---|
| Specifications | 921 | 200 | |
| Plans | 905 | 500 | |
| Field | 901 | $1,000.00 | |
| Soils | 910 | 500.00 | |
| Environmental | 923 | 100.00 | SCA |

**INSTRUCTIONS**

Submit four copies to Salem. After approval by the State Highway Engineer, one copy will be sent to the Division Engineer and one copy to the Resident Engineer.

**This form does not constitute authority for making survey until approved and returned.**

**Submit separate order for each survey.**

Total estimated cost of survey . . . . . $ 2,300

Previous authorization . . . . . .

Additional authorization requested . . . . . .

Additional authorization approved (Salem) . . .

Total all authorizations approved (Salem) . . .

Requested made by: J. K. Haydon
Field Engineer

Recommended for Approval: Frank E. Perkins
Construction Engineer

Recommended for Approval: Ralph Allen
Region 5 Construction Engr. ~~xxxxxxxxx~~

Approved: [illegible]
Tech. Serv. Engr. ~~xxxxxxxxxxx~~ State Highway Engineer

State Printing

HR 14

N - [illegible]

October 19, 1977

City of Boardman
206 Main Street North
Boardman, OR 97818

Attention Mr. Jim Thompson
City Administrator

SUBJECT: Special City Allotment Program

Dear Mr. Thompson:

Your proposed project on North Main Street (Front to Columbia) was submitted and approved by the Transportation Commission for construction in 1978 under the Special City Allotment Program (ORS 366.805).

Your proposed project, based upon a reconnaissance investigation, is roughly estimated to cost $27,840, with the State contributing $25,000.

Very truly yours,

D. N. Harwell
County-City Engineer

By

Fred Hildebrandt
Local Programs Coordinator

FH:ljt

cc: W. E. Schwartz, Region 5

# City of Boardman

206 MAIN STREET NORTH
BOARDMAN, OREGON 97818
TELEPHONE (503) 481-9252

September 20, 1977

Department of Transportation
Transportation Building
Salem, Oregon 97310

Attention: R. H. Prange
Local Projects Manager

Mr. Prange:

As per your September 16 letter, I am advising you that the $ 2,840 needed as the city's match is within our means and the money is available.

Sincerely,

Jim Thompson

Jim Thompson
City Administrator

SPECIAL CITY ALLOTMENT FUND
INVESTIGATION DATA

Prelim Pr. 9-1-77
Sanford

City: BOARDMAN Date 8-[illegible] Div. 5 No. of Previous Projects 0
Population: 1972: 250 1977: 502 Last Project 0 (Year)
Street: NORTH MAIN STR. Total SCA Funds $ 0
(FRONT TO COMMERCIAL) Funds/Capita $ 0
Average/Capita $ 42.17

**EXISTING**
Surface Now in Place: A. C. X Oil ____ Gravel ____ Concrete ____
Surface Width: 22 Ft. Shoulder-to-Shoulder Width: ____ Ft.
Curb-to-Curb Width: ____ Ft. Right-of-Way Width: 80 Ft.
Remarks:

**PROPOSED**
Surfacing: A. C. X Oil ____ Other ____
Pavement Width: 28 Ft. Shoulder Width: 4 Ft. C-C Width: ____ Ft.
BASE DESIGN: A. C.: 2 in. Leveling: ____ in. Base: 9 in.
Lime T.S.G.: ____ Blanket: ____ P.M.B.B.: ____ in.
Length: 0.23 Mile, 1215 Ft. Type Curb: ____
Remarks:
[illegible] Surface with Liners & Ac.

ESTIMATE

| | Unit | Gross* | Price | Amount |
|---|---|---|---|---|
| MOBILIZATION | ALL 9% | $ [illegible] | $ | $ 1562.85 |
| TEMP. PROT. & DIRECT TRAFFIC | ALL 3% | | | 587.- |
| GENERAL EXCAVATION 9" | LUMP SUM | [illegible] | 6.00 | 3000.- |
| 1"-0 AGGR. BASE 8" DEEP | SQ. YD. | [illegible] | 1.95 | 2925.- |
| CEMENT TREATED SUBGRADE | CU. YD. | | | |
| CEMENT IN TREATMENT | TON | | | |
| CLASS "C" AC 3" DEEP | SQ. YD. | [illegible] | 2.70 | [illegible] |
| CONCRETE INLETS | EACH | | | |
| CONCRETE CURBS | LIN. FT. | | | |
| CONCRETE WALKS | SQ. FT. | | | |
| CONCRETE DRIVEWAYS | SQ. FT. | | | |
| ____ INCH DEWER PIPE | LIN. FT. | | | |
| ____ INCH CULVERT PIPE | LIN. FT. | | | |
| ADJUST MANHOLES | EACH | | | |
| | | | TOTAL | $ [illegible] |
| Permanent Signing ($100 per Intersection) | | | | |
| "E" Flagging | 50 hrs @ 19.00 | | | [illegible] |
| | | | TOTAL | $ [illegible] |
| Engineering and Contingencies (20%) | | | | [illegible] |
| | | | TOTAL | $ [illegible] |
| City's Estimated Share of Survey | | | | $ |
| | | | TOTAL ESTIMATED COST | $ [illegible] |

*Items include 10% allowance.

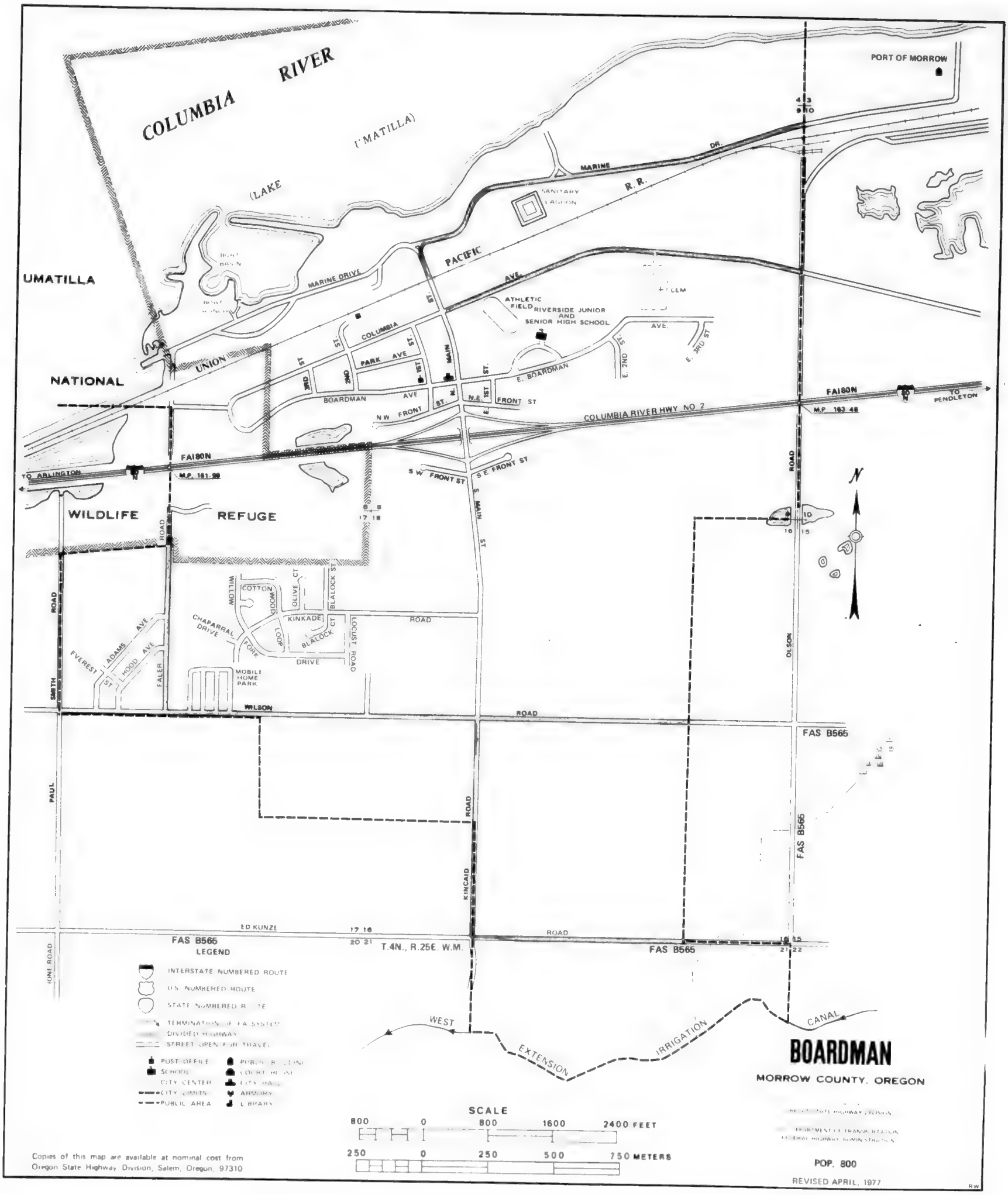
MEMO TO THE FILES August 15, 1977

Fred Hildebrandt
Projects Coordinator

City of Boardman
North Main Street

I contacted Jim Thompson, City Administrator, and we discussed the project. I explained the processes of state administered and city administered projects. They prefer a state administered project. He told me that there are three potato processing plants, one redi-mix company which delivers concrete, asphalt, sand and gravel that use this street. The latest population number was 1,200 plus which is a 50% increase this year. During the time we were on the project there were several large truck and trailers loaded with potatoes that went by, several redi-mix trucks, and cars. In general it was a pretty busy place. The criteria calls for heavy and unusual traffic, which would be potato processing trucks of which Jim said, "during the peak days last year were 1,200 a day". He also said they ran from now to next June into these plants. There is another plant being built and will be opening soon in the same area. He said they have changed their desires on the road design. The now want to widen this street 3 feet and put an inch layer of asphalt over the top of the existing street. I would class this project as a 1.

FH:lml


COLUMBIA RIVER
(UMATILLA)
(LAKE)
PORT OF MORROW
MARINE DR.
R.R.
SANITARY LAGOON
BOAT BASIN
MARINE DRIVE
PACIFIC AVE.
UMATILLA
NATIONAL
UNION
ATHLETIC FIELD
RIVERSIDE JUNIOR AND SENIOR HIGH SCHOOL
CEM
COLUMBIA
PARK AVE
BOARDMAN AVE
E. BOARDMAN
E. 2ND ST.
E. 3RD ST.
MAIN ST.
FRONT ST
NW FRONT
SW FRONT ST
SE FRONT ST
FAIRON
M.P. 193.48
TO PENDLETON
COLUMBIA RIVER HWY NO 2
TO ARLINGTON
M.P. 191.99
WILDLIFE
REFUGE
ROAD
MILLION
COTTON
WOOD
OLIVE CT
BLALOCK ST
KINKADE
BLALOCK CT
LOCUST ROAD
CHAPARRAL DRIVE
FORK
DRIVE
EVEREST ST
ADAMS AVE
HOOD AVE
FALER
MOBILE HOME PARK
SMITH
WILSON
PAUL
KINCAID
OLSON
FAS B565
ED KUNZE
IONE ROAD
T.4N., R.25E. W.M.
WEST EXTENSION IRRIGATION CANAL
N
LEGEND
INTERSTATE NUMBERED ROUTE
U.S. NUMBERED ROUTE
STATE NUMBERED ROUTE
TERMINATION OF F.A. SYSTEM
DIVIDED HIGHWAY
STREET OPEN FOR TRAVEL
POST OFFICE
SCHOOL
CITY CENTER
CITY LIMITS
PUBLIC AREA
PUBLIC BUILDING
COURT HOUSE
CITY HALL
ARMORY
LIBRARY
SCALE
800 0 800 1600 2400 FEET
250 0 250 500 750 METERS
Copies of this map are available at nominal cost from Oregon State Highway Division, Salem, Oregon, 97310
BOARDMAN
MORROW COUNTY, OREGON
POP. 800
REVISED APRIL, 1977
RW

RESOLUTION

WHEREAS, under the provisions of ORS 366.800 and 366.805 there has been withdrawn from state highway funds appropriated for allocation to the several cities of the State of Oregon the sum of Two Hundred Fifty Thousand and No/100 ($250,000) Dollars, and said sum has been set up in a separate account to be administered by the Oregon Transportation Commission and to be spent each year by said Commission upon streets not a part of the state highway system, within cities which are receiving excessive wear through sudden increases in population in the area or heavy and unusual traffic; and

WHEREAS, the City of Boardman is an incorporated city of the State of Oregon and has a population of 800 as given by the latest official census; and

WHEREAS, the following streets of said city, _____

North Main Street

_____

_____

_____

are not a part or parts of the state highway system, but are streets under the jurisdiction and control of said city which are "receiving excessive wear through sudden increase in population in the area or heavy and unusual traffic," and

WHEREAS, said streets are and each of them is in need of repair, reconditioning, and other major improvement,

NOW, THEREFORE, the members of the City Council, in regular or special session assembled, do hereby find, declare, and resolve:

1. That the aforesaid named streets of said city are in need of repair, reconditioning, and other major improvement.

2. That said streets are in their present state and condition of disrepair by reason of excessive wear through sudden increases in population in the area, or by heavy and unusual traffic.

3. That the Oregon Transportation Commission hereby is respectfully requested to consider and declare said streets as qualified for reconditioning, repair, and other improvement out of funds allocated and made available by and through the said $250,000 appropriation of state highway revenues which is to be administered and spent by the Transportation Commission.

cc-50, 1959 Revision

4. That the City of Boardman does hereby offer to Transportation Commission and does hereby pledge complete cooperation and assistance to the end that said city may share and participate in the use and benefit of said special fund and appropriation; and therefore does designate Jim Thompson, City Administrator as the official representative of the city in all negotiations resulting from this request.

Passed and approved this 21st day of June, 1977.

There is attached hereto and made a part hereof, a city map on which is indicated the street, streets, road, or roads described in this resolution.

* * * * * * * *

I hereby certify that the foregoing resolution was passed and approved by the City Council of the City of Boardman at a regular or special meeting of said Council, held on the 21st day of June, 1977, and the above copy is a true and correct copy of the original and of the whole thereof.

Dated this 21st day of June, 1977.

Shirley Zielinski
City ~~Recorder~~ Clerk

SCA

PROJECT DATA. CITY OF Boardman Date March 24, 1976

To be financed by Special City Allotment Fund and necessary city funds.

Street name North Main Street
(Locate project on attached map.)

Project length 1/4 mile

DESIRED STREET SECTION:

Standard roadway; width of travel way: 48 feet, width of shoulders: N/A feet

Curbed section; width curb to curb: 48 feet

Remarks 22+ feet existing pavement

Surface now in place: Oil ____ Paving X Gravel ____

Present surface width: 22+ feet

RIGHT-OF-WAY: (City shall, without cost to State, provide all right-of-way required)

Width of present right-of-way: 80 feet

Additional right-of-way required? Yes ____ No X

State to furnish right-of-way descriptions? Yes ____ No X

Give width of intersecting streets: Columbia Avenue - 60 feet, Boardman Avenue-60 feet

Are intersecting streets curbed? Yes ____ No X

Remarks Columbia Avenue is curbed; Boardman Avenue and Front Street are not.

CONCRETE CURBS:

Now in place? Yes ____ No X

Width between present curbs: ____ feet

City to construct curbs? Yes ____ No X

To be constructed as part of project? Yes ____ No X

Length of desired radius on curb returns: ____ feet

Does city desire special type of curbs? Yes ____ No X

Explain: ____

PROJECT MANAGEMENT
JUL 1 '77

**SIDEWALKS**

Are sidewalks now in place? Yes____ No__X__

Present sidewalks, Length: _____feet; Width:_____feet

Distance between present sidewalks: _____feet

Are sidewalks to be constructed as part of project? Yes____ No__X__

Width of sidewalks to be constructed: _____feet

Are sidewalks to be constructed only on one side of street? Yes__X__ No____

Are sidewalks to be constructed on both sides of street? Yes____ No__X__

Give: Length to be constructed and On which side of street

¼ mile ~~feet~~ N.✓ S.___ E.___ W.___

_____feet N.___ S.___ E.___ W.___

Should sidewalks be placed against curbs? Yes__X__ No____

Is utility strip required? Yes____ No__X__; Width: _____feet

Remarks Amount of sidewalks is undetermined at this point.

---

STORM SEWERS - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - -

Now in place? Yes__X__ No____

If yes, are they adequate for increased flow? Yes__X__ No____

Indicate depth of main lines from present surface: 3 - 6 feet

To be constructed by City? Yes____ No____

To be constructed as part of project? Yes____ No____

/Show location of outfall on city map./

SANITARY SEWERS - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - -

Now in place? Yes__X__ No____ /NOTE: City to adjust if required./

If yes, indicate depth of sewers from present surface: 8 - 13 feet

Remarks _____

---

---

SCA

WATER MAINS: (City to adjust if required.)

Now in place? Yes X No ____

If yes, how deep from present surface? 4 feet

Remarks _____

_____

DRIVEWAYS:

To be constructed as part of project? Yes X No ____

Asphaltic concrete? Yes ____ No X

Portland cement? Yes X No ____

How many? Approximately 10

Must driveways be Portland cement to comply with city code? Yes ____ No X

Is there a city ordinance specifying width and number of driveways permitted?
Yes ____ No X (If yes, please include copy of ordinance.)

Remarks _____

_____

FRANCHISED UTILITIES: (City is to arrange for any required adjustment.)

Gas lines? Yes ____ No X

Electric poles? Yes ____ No X

Which company? _____
(NOTE: If city-owned, city to adjust.)

Telephone poles? Yes ____ No X

Which company? _____

Railroad tracks? Yes ____ No X

Which company? _____

Is crossing presently protected by automatic railroad signals?

Yes ____ No ____

Remarks _____

_____

SCA

WORK TO BE DONE BY CITY AS PART OF PROJECT:

Grading? Yes ___ No X

Clearing? Yes ___ No ___

Base rock? Yes [redacted] No X

Concrete curbs? Yes [redacted] No —

Driveways? Yes ___ No X

Remarks _____

GENERAL INFORMATION:

Are city finances available? Yes X No ___

When available? Date ~~Immediately~~ March 1978

Has city established grade on street? Yes X No ___
(If yes, please include copy of data.)

Please indicate site for disposal of excess excavated material: City owned lot which is in need of fill material to be brought up to building standards.

General remarks: _____

By _____
Mayor

By JAMES B Thompson
~~City Recorder~~ or City Manager

By _____
City Engineer

1980 Arterial St. Overlay Proj. 9161
(Ptld.) on various streets in
the City of Portland.

C+A 7205 6-10-80, 3-24-80

CONSTRUCTION FROM "FAW REPLACEMENT CONTINGENCY"
#42, Page 8, Staff Report #65

ROBERT W STRAUB
GOVERNOR

*Department of Transportation*
METROPOLITAN BRANCH
5821 N.E. GLISAN, PORTLAND, OREGON 97213
December 23, 1981

726-1913

RICHARD O. SCHMIDT, Highway Coordinator
Bureau of Street & Structural Engineering
City of Portland
621 S.W. Alder
Portland, OR 97205

Attention: Jerry Markesino

Subject: Arterial Street Overlays, Phase 1
City of Portland
Multnomah County

Construction for Phase 1 of the Arterial Street Overlays project has been completed. Final costs have been submitted to FHWA. Our Project Management Office has notified us that there is a surplus of $252,032.62 (federal) in the FHWA obligation that can be released and transferred to other projects.

THEODORE A. SPENCE
Plan and Program Manager

TAS:ECM:po

cc: D. E. Swan
Jon Rose

Form 734-3122

**OREGON STATE HIGHWAY DIVISION**

**ITEMIZED STATEMENT OF FINAL COSTS** **DATE:** 6-7-82

**CITY** PORTLAND **Contract No.** 9161 **Date Completed** 10-17-80

**PROJECT #** M-0000(18) IX-0000(22) **Section** Arterial Street Overlay Program, Phase 1

**PAYMENTS TO CONTRACTOR**

| ITEM | | TOTAL COST |
|---|---|---|
| Preliminary Engineering | | $ 9,196.42 |
| Payment to Contractor | | 635,727.28 |
| Construction Engineering | | 31,776.66 |
| TOTAL PROJECT COST | | $676,700.36 |
| Less Federal Funds: | | |
| Urban Funds (PE) | $ 8,109.40 | |
| Interstate Transfer Funds (Const.) | 567,367.38 | $575,476.78 |
| BALANCE | | $101,223.58 |
| STATE SHARE: | | |
| Urban: 50% of ($9,196.42 - $8,109.40) = | | $ 543.51 |
| Interstate Transfer: 9/15 of ($667,503.94 - $567,367.38) | | 60,081.94 |
| TOTAL STATE SHARE | | $ 60,625.45 |
| CITY SHARE: | | |
| Urban: 50% of ($9,196.42 - $8,109.40) = | | $ 543.51 |
| Interstate Transfer: 6/15 of ($667,503.94 - $567,367.38) | | 40,054.62 |
| TOTAL CITY SHARE | | $ 40,598.13 |
| Less Credit for work by City: | | |
| P.E.: | $ 366.66 | |
| Construction: | 1,451.44 | $ 1,818.10 |
| BALANCE | | $ 38,780.03 |
| Less City Advance Deposit | | 39,300.00 |
| REFUND DUE CITY | | $ 519.97 |

6-8-82
TO JAN PETERSON
FOR OUTSIDE BILLING
GZ

**Reference: Billing Form**_____

(MEMORANDUM) 726-1913

FORM APPROVED BY COMPTROLLER GENERAL, U.S. MAY 12, 1966

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

ST VOUCHER NO.

FHWA VOUCHER NO.

**VOUCHER FOR WORK PERFORMED UNDER PROVISIONS OF THE FEDERAL AID AND FEDERAL HIGHWAY ACTS, AS AMENDED**

APPROPRIATION

FHWA SCHEDULE NO.

THE UNITED STATES, DR., TO *(Insert official or depositary named in project agreement)*

Treasurer of the State of Oregon

PAID BY

ADDRESS

Capitol Bldg.
Salem, OR 97310

*(For use of Paying Office)*

STATE

Oregon

VOUCHER TYPE *(Check Appropriate Block)*

☐ CURRENT BILLING

VOUCHER PERIOD

FROM 11/13/79

TO 6/17/81

☐ OTHER PROGRESS

☒ FINAL VOUCHER (*)

FEDERAL AID PROJECT NO.

M-0000(18)

*(*) Use Form FHWA-1447 for Final Voucher for a project constructed under certification acceptance or secondary road procedures (23 U.S.C. 117).*

| TOTAL ACTUAL COST | TOTAL PARTICIPATING COST | PRO-RATA OF PARTICIPATING COST CLAIMED FROM U.S. | TOTAL AMOUNT CLAIMED FROM U.S. | LESS PREVIOUS PAYMENTS | NET AMOUNT CLAIMED |
|---|---|---|---|---|---|
| $8,929.76 | $9,136.42 | 89.18% | $8,109.40 | $8,109.40 | $ 0.00 |

RECEIVED DIVISION OFFICE
BY DATE

DIVISION OFFICE REVIEW MADE
BY DATE

PASSED FOR PAYMENT
BY DATE

REMARKS Oregon 7/17/81 V.E. Skoug, Controller

P.E. ARTERIAL ST. OVERLAY

$ 1.00

FORM PR-20A
(Rev. 5-78)

PREVIOUS EDITIONS ARE OBSOLETE

| DESCRIPTION OF JOB OR DEPARTMENT | PREFIX | | FUNCTION | GR | CURRENT MONTH | FISCAL YEAR TO DATE | GRAND TOTAL TO DATE | |
|---|---|---|---|---|---|---|---|---|
| | | | TOT | P1 | | | 52.54 | |
| | | | TOT | N1 | | 6.44 | 6.44 | |
| | | | ** JOB TOTALS ** | | ** | 6.44 ** | 58.98 ** | |
| PTRR@NW 26 AV (PORTLAND) | CONT NO | * | FA PROJ NOS RRS 298003 100 | | | | | STATE |
| | 726 | 1911 | 296 | 00 N 9 | | 59.57CR | 59.57CR | |
| | 726 | 1911 | 298 | 00 N 9 | | 59.57 | 59.57 | |
| | 726 | 1911 | 901 | 00 N 1 | | 6.44 | 6.44 | |
| | 726 | 1911 | 905 | 00 P 1 | | | 66.19 | |
| | 726 | 1911 | 920 | 00 N 1 | | 16.45 | 16.45 | |
| | | | TOT | P1 | | | 66.19 | |
| | | | TOT | N1 | | 22.89 | 22.89 | |
| | | | ** JOB TOTALS ** | | ** | 22.89 ** | 89.08 ** | |
| BNRR@LOVEJOY ST (PORT) | CONT NO | | FA PROJ NOS RRS 022003 100 | | | | | STATE |
| | 726 | 1912 | 901 | 00 P 1 | | 1.25 | 1.25 | |
| | 726 | 1912 | 905 | 00 P 1 | | | 91.23 | |
| | | | TOT | P1 | | 1.25 | 92.48 | |
| | | | ** JOB TOTALS ** | | ** | 1.25 ** | 92.48 ** | |
| ARTERIAL ST OVERLAY PROG | CONT NO | * | FA PROJ NOS M 000018 100 | | | | | STATE |
| | 726 | 1913 | 294 | 00 N 1 | | | 366.66CR | |
| | 726 | 1913 | 296 | 00 N 9 | 2.76CR | 2.76CR | 8,109.40CR | |
| | 726 | 1913 | 298 | 00 N 9 | 2.76 | 2.76 | 8,109.40 | |
| | 726 | 1913 | 901 | 00 P 1 | | | 1,227.87 | |
| | 726 | 1913 | 903 | 00 P 1 | | | 6,188.35 | |
| | 726 | 1913 | 905 | 00 P 1 | | | 368.88 | |
| | 726 | 1913 | 910 | 00 P 1 | | | 13.20 | |
| | 726 | 1913 | 913 | 00 P 1 | | | 34.22 | |
| | 726 | 1913 | 920 | 00 P 1 | | | 186.03 | |
| | 726 | 1913 | 921 | 00 P 1 | | | 1,157.64 | |
| | 726 | 1913 | 922 | 00 P 1 | | | 20.23 | |
| | | | TOT | P1 | | | 9,196.42 | |
| | | | TOT | N1 | | | 366.66CR | |
| | | | ** JOB TOTALS ** | | ** | ** | 8,829.76 ** | |
| UPRR XING@PENINSULAR AVE | CONT NO | | FA PROJ NOS RRP 005032 100 | | | | | STATE |
| | 726 | 1914 | 905 | 00 P 1 | | | 157.83 | |
| | | | TOT | P1 | | | 157.83 | |
| | | | ** JOB TOTALS ** | | ** | ** | 157.83 ** | |
| N COLUMBIA@N PORT RD RAMP | CONT NO | * | FA PROJ NOS XI 956008 100 | | | | | STATE |
| | 726 | 1915 | 296 | 00 N 9 | | 2,143.96CR | 4,149.11CR | |
| | 726 | 1915 | 298 | 00 N 9 | | 2,143.96 | 4,149.11 | |

(MEMORANDUM) 726-1913

FORM APPROVED BY COMPTROLLER GENERAL, U.S. MAY 12, 1966

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

ST VOUCHER NO.

FHWA VOUCHER NO.

**VOUCHER FOR WORK PERFORMED UNDER PROVISIONS OF THE FEDERAL AID AND FEDERAL HIGHWAY ACTS, AS AMENDED**

APPROPRIATION

FHWA SCHEDULE NO.

THE UNITED STATES, DR., TO *(Insert official or depositary named in project agreement)*

Treasurer of the State of Oregon

PAID BY

ADDRESS

Capitol Bldg.
Salem, OR 97310

*(For use of Paying Office)*

STATE

Oregon

VOUCHER TYPE *(Check Appropriate Block)*

☐ CURRENT BILLING

VOUCHER PERIOD

FROM 11/13/79

TO 6/17/81

☐ OTHER PROGRESS

☒ FINAL VOUCHER (*)

FEDERAL AID PROJECT NO.

M-0000(18)

*(*) Use Form FHWA-1447 for Final Voucher for a project constructed under certification acceptance or secondary road procedures (23 U.S.C. 117).*

| TOTAL ACTUAL COST | TOTAL PARTICIPATING COST | PRO-RATA OF PARTICIPATING COST CLAIMED FROM U.S. | TOTAL AMOUNT CLAIMED FROM U.S. | LESS PREVIOUS PAYMENTS | NET AMOUNT CLAIMED |
|---|---|---|---|---|---|
| $8,829.76 | 9,196.42 | 88.18% | $8,109.40 | $8,109.40 | $ 0.00 |

RECEIVED DIVISION OFFICE
BY DATE

DIVISION OFFICE REVIEW MADE
BY DATE

PASSED FOR PAYMENT
BY DATE

REMARKS Oregon 7/17/81 V.E. Skoun, Controller

P.E. ARTERIAL ST. OVERLAY

$ 1.00

FORM PR-20A
(Rev. 5-78)

PREVIOUS EDITIONS ARE OBSOLETE

STATEMENT OF COSTS INCURRED UNDER PROJECT AGREEMENT

| ITEM NO. | ITEM | QUANTITY | UNIT | UNIT PRICE | AMOUNT | NOTATIONS (Payee must not use this column) |
|---|---|---|---|---|---|---|
| | Arterial St. (Portland) Overlay Program<br>City Streets in Multnomah County | | | | | |
| | Preliminary Engineering | | | | | |
| | Type Code P.E. | | | | | |
| | City of Portland | All | Required | | $6,188.35 | |
| | State | All | Required | | 3,008.07 | |
| | Total Participating P.E. | | | | $9,196.42 | |
| | Nonparticipating Project Cost | | | | | |
| | City of Portland Share of this project | All | Required | | (366.66) | |
| | Total Project Cost | | | | $8,829.76 | |
| | Prepared based on Participating Costs as shown on Federal Billing as of 2/18/82. | | | | | |

AMOUNT CARRIED FORWARD . . . .

| PREFIX | GRP FL | FED AID PROJ APPR | AGREEMENT AMOUNT | TOTAL COSTS TO DATE | PARTIC. AMOUNT | % OF PARTIC | FEDERAL SHARE | AMOUNT PREV. CLAIMED | ADJUSTMENT AND CODE | AMOUNT OF THIS VOUCHER |
|---|---|---|---|---|---|---|---|---|---|---|
| 726-1908 | 1* | RPS -9926-003 APPR-138 | 50.94 | 72.33 | 56.60 | 90.00 | 50.94 | 50.94 | | |
| 726-1909 | 1# | RRS -9298-002 APPR-138 | 50.94 | 63.04 | 56.60 | 90.00 | 50.94 | 50.94 | | |
| 726-1910 | 1# | RRS -000S-006 APPR-138 | 47.29 | 58.98 | 52.54 | 90.00 | 47.29 | 47.29 | | |
| 726-1911 | 1# | RRS -9298-003 APPR-138 | 59.57 | 89.08 | 66.19 | 90.00 | 59.57 | 59.57 | | |
| 726-1912 | 1 | RRS -9022-003 APPR-138 | | 92.48 | 92.48 | 90.00 | 83.23 | | 83.23 A | |
| 726-1913 | 1* | M -0000-018 APPR-W36 | 8,109.40 | 8,829.76 | 9,196.42 | 88.18 | 8,109.40 | 8,109.40 | | |
| 726-1914 | 1 | RRP -000S-032 APPR-139 | 1,800.00 | 157.83 | 157.83 | 90.00 | 142.05 | 142.05 | | |
| 72_ 1915 | 1 | XI -9956-008 APPR-823 | 40,250.00 | 5,007.04 | 4,881.30 | 85.00 | 4,149.11 | 4,149.11 | | |
| 726-1916 | 1 | XI -0000-021 APPR-823 | 9,750.00 | 123.75 | 123.75 | 85.00 | 105.19 | 105.19 | | |
| 726-1917 | 1 | XI -9326-005 APPR-823 | 5,504.99 | 6,149.92 | 6,149.92 | 85.00 | 5,227.43 | 5,227.43 | | |
| | 2 | X10 -9326-005 APPR-772 | | | | 85.00 | | | | |
| 726-1917 | PREFIX TOTALS | | 5,504.99 | 6,149.92 | 6,149.92 | | 5,227.43 | 5,227.43 | | |
| 726-1918 | 1 | XI -000C-017 APPR-823 | 2,082.00 | 166.49 | 166.49 | 85.00 | 141.52 | 141.52 | | |
| 726-1919 | 1 | XI -9300-004 APPR-823 | 100,000.00 | 12,637.93 | 12,391.37 | 85.00 | 10,532.66 | 10,437.60 | | 95.06 |
| | 2 | X10 -9300-004 APPR-772 | | | | 85.00 | | | | |
| 726-1919 | PREFIX TOTALS | | 100,000.00 | 12,637.93 | 12,391.37 | | 10,532.66 | 10,437.60 | | 95.06 |
| 726-1920 | 1 | XI -0000-026 APPR-823 | 21,250.00 | 17,569.20 | 18,467.67 | 85.00 | 15,697.52 | 15,697.52 | | |
| 726-1921 | 1 | M -000C-019 APPR-W36 | 330,560.00 | 79,828.13 | 80,098.75 | 88.15 | 70,607.05 | 70,607.05 | | |
| 726-1922 | 1 | X10 -9361-005 APPR-772 | 2,040.00 | 28.38 | 28.38 | 85.00 | 24.12 | 24.12 | | |
| 72_ 1923 | 1 | X10 -9326-006 APPR-772 | 71,000.00 | 5,461.95 | 5,461.95 | 85.00 | 4,642.66 | 4,447.94 | | 194.72 |
| 726-1924 | 1 | XTO -9383-002 APPR-772 | 55,000.00 | 14,640.27 | 14,245.02 | 85.00 | 12,108.27 | 12,079.34 | | 28.93 |
| 726-1925 | 1 | X10 -9956-010 APPR-772 | 2,550.00 | 1,658.80 | 1,658.80 | 85.00 | 1,409.98 | 1,409.98 | | |
| 726-1926 | 1 | X10 -0000-028 APPR-772 | 9,645.00 | 937.68 | 937.68 | 85.00 | 797.03 | 736.32 | | 60.71 |
| | 2 | M -0000-028 APPR-W36 | | | | 88.15 | | | | |
| 726-1926 | PREFIX TOTALS | | 9,645.00 | 937.68 | 937.68 | | 797.03 | 736.32 | | 60.71 |
| 726-1927 | 1 | HES -9361-006 APPR-141 | 7,434.00 | 1,961.43 | 1,961.43 | 90.00 | 1,765.29 | 1,003.58 | | 761.71 |

US Department of Transportation
Federal Highway Administration

# Memorandum

THE OREGON DIVISION - SALEM

Subject: Final Voucher Payment — January 25, 1982

RECEIVED
JAN 2[illegible]

From: Division Administrator — HAM-OR/120.3

To: Mr. H. Scott Coulter, State Highway Engineer
Oregon State Highway Division

The following vouchers have been approved for payment in the amount submitted:

| Contract | Prefix | | | Name |
|---|---|---|---|---|
| PE | 9-1913 | F 4-2(9) | $ 0.00 | S. Willey Canal - McKenzie Interchange |
| PE | 24-1985 | F 26(23) | 0.00 | Boone Road - Burnes Rd. (Salem) Sec. |
| PE | 320-1979 | M 1090(1) | 0.00 | E. 28th Avenue (Eugene) Section |
| 8692 | 124-1030 | TQF-F 75(3) | 0.00 | Hillsboro Silverton Hwy at Oregon Hwy (Woodb |
| | | HPR-PL-TQX-PR 1(17) | 25,620.08 | Statewide Planning Survey |
| 9161 | 326-1031 | I-0000(22) CONST. | 0.00 | Arterial Street Program NOTE: V.E. Study |
| | | | $ 25,620.08 | |

for Dale E. Wilken

RECEIVED
STATE HWY ENGR
JAN 27 '82
REFER TO
FOR
Info | Invest | R/D | D.M. | Sig. | Act | File

RECEIVED
JAN 27 1982
HIGHWAY ACCOUNTING

DM H.

326-1031

(MEMORANDUM)

FORM APPROVED BY COMPTROLLER GENERAL, U.S. MAY 12, 1966

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

STATE VOUCHER NO.

FHWA VOUCHER NO.

**VOUCHER FOR WORK PERFORMED UNDER PROVISIONS OF THE FEDERAL AID AND FEDERAL HIGHWAY ACTS, AS AMENDED**

APPROPRIATION

FHWA SCHEDULE NO.

THE UNITED STATES, DR., TO *(Insert official or depositary named in project agreement)*

Treasurer of the State of Oregon

PAID BY

ADDRESS

Capitol Bldg.
Salem, OR 97310

*(For use of Paying Office)*

STATE

Oregon

VOUCHER TYPE *(Check Appropriate Block)*

☐ CURRENT BILLING

VOUCHER PERIOD — FROM 6/4/80 — TO 5/26/81

☐ OTHER PROGRESS

☒ FINAL VOUCHER (*)

FEDERAL AID PROJECT NO.

IX-0300(22)

*(*) Use Form FHWA-1447 for Final Voucher for a project constructed under certification acceptance or secondary road procedures (23 U.S.C. 117).*

| TOTAL ACTUAL COST | TOTAL PARTICIPATING COST | PRO-RATA OF PARTICIPATING COST CLAIMED FROM U.S. | TOTAL AMOUNT CLAIMED FROM U.S. | LESS PREVIOUS PAYMENTS | NET AMOUNT CLAIMED |
|---|---|---|---|---|---|
| $666,039.60 | $667,491.04 | 85.06% | $567,367.38 | $567,367.38 | $ 0.00 |

RECEIVED DIVISION OFFICE — BY — DATE

DIVISION OFFICE REVIEW MADE — BY — DATE 11/13/81

PASSED FOR PAYMENT — BY V.L. Snoog, Controller — DATE

REMARKS Oregon

$ 0.00

FORM PR-20A
(Rev. 5-78)

PREVIOUS EDITIONS ARE OBSOLETE

STATEMENT OF COSTS INCURRED UNDER PROJECT AGREEMENT

| ITEM NO. | ITEM | QUANTITY | UNIT | UNIT PRICE | AMOUNT | NOTATIONS (Payee must not use this column) |
|---|---|---|---|---|---|---|
| | Arterial Street Overlay Project<br>City of Portland<br>Multnomah County | | | | | |
| | Construction<br>Type Code 6201<br>Roadway Overlay (Various Portland City Streets)<br>Final Contract Payment Summary | | Lump Sum | | $635,761.84 | |
| | Construction Engineering<br>City of Portland | | All Required | | 24,190.76 | |
| | State | | All Required | | 7,538.44 | |
| | Total Participating Construction Engineering | | | | $ 31,729.20 | |
| | Total Participating Cost | | | | $667,491.04 | |
| | Nonparticipating Cost<br>City of Portland Share of Project | | All Required | | (1,451.44) | |
| | Total Project Cost | | | | $666,039.60 | |
| | Prepared based on Participating Costs as shown on Federal Billing as of 12/3/81. | | | | | |

AMOUNT CARRIED FORWARD

| DESCRIPTION OF JOB OR DEPARTMENT | PREFIX | | FUNCTION | GR | CURRENT MONTH | FISCAL YEAR TO DATE | GRAND TOTAL TO DATE | ACTIVE BEG | YRS END |
|---|---|---|---|---|---|---|---|---|---|
| | 326 | 1029 | 945 | 00 P 1 | | | 41.56 | 81 | 81 |
| | 326 | 1029 | 948 | 00 P 1 | | 13.88 | 26.93 | 81 | 81 |
| | 326 | 1029 | 950 | 00 P 1 | | | 18.44 | 81 | 81 |
| | 326 | 1029 | 985 | 00 P 1 | | | 19.31 | 81 | 81 |
| | | | TOT | P1 | | 1,175.40 | 53,832.61 | | |
| | | | TOT | N1 | | 22.33 | 40.67 | | |
| | | | ** JOB TOTALS ** | | ** | 1,197.73 ** | 53,873.28 ** | | |
| ARTERIAL ST O'LAY PROJECT | CONT NO 9161 * FA PROJ NOS XI 000022 100 | | | | | | | STATE | |
| | 326 | 1031 | 201 | 00 P 1 | | | 635,761.84 | 80 | 81 |
| | 326 | 1031 | 208 | 00 N 1 | | | [illegible] | 81 | 81 |
| | 326 | 1031 | 294 | 00 N 1 | | .74CR | 1,451.44CR | 81 | 81 |
| | 326 | 1031 | 295 | 00 N 9 | | | 39,300.00 | 80 | 81 |
| | 326 | 1031 | 296 | 00 N 9 | | 707.31CR | 606,667.38CR | 80 | 81 |
| | 326 | 1031 | 298 | 00 N 9 | | 707.31 | 567,367.38 | 80 | 81 |
| | 326 | 1031 | 900 | 00 P 1 | | 146.90 | 6,903.20 | 80 | 81 |
| | 326 | 1031 | 903 | 00 P 1 | | 12.39 | 24,190.76 | 81 | 81 |
| | 326 | 1031 | 920 | 00 P 1 | | | 103.59 | 80 | 80 |
| | 326 | 1031 | 928 | 00 N 1 | | | [illegible] | 80 | 81 |
| | 326 | 1031 | 940 | 00 P 1 | | | 71.02 | 81 | 81 |
| | 326 | 1031 | 945 | 00 P 1 | | | 427.19 | 81 | 81 |
| | 326 | 1031 | 948 | 00 P 1 | | 14.16 | 33.44 | 81 | 81 |
| | 326 | 1031 | 948 | 00 N 1 | 12.90 | 12.90 | 12.90 | 82 | 82 |
| | | | TOT | P1 | | 173.45 | 667,491.04 | | |
| | | | TOT | N1 | 12.90 | 12.16 | 1,438.54CR | | |
| | | | ** JOB TOTALS ** | | 12.90 ** | 185.61 ** | 636,052.50 ** | | |
| SE 17TH-SE 23TH AVE PTL | CONT NO 9210 FA PROJ NOS XI 793003 100 | | | | | | | STATE | |
| | 326 | 1032 | 201 | 00 P 1 | 100,525.82 | 1,520,604.62 | 2,436,249.37 | 81 | 82 |
| | 326 | 1032 | 201 | 00 N 1 | | 1,035.06 | 17,869.50 | 81 | 81 |
| | 326 | 1032 | 204 | 00 P 1 | 5,290.84 | 5,290.84 | 5,290.84 | 81 | 81 |
| | 326 | 1032 | 285 | 01 P 1 | | 113,153.66 | 113,153.66 | 81 | 81 |
| | 326 | 1032 | 285 | 01 N 1 | | 139.42 | 139.42 | 81 | 81 |
| | 326 | 1032 | 294 | 06 N 1 | 7,098.94 | 2,786.44 | | 81 | 81 |
| | 326 | 1032 | 295 | 00 | | | 50,786.31 | 81 | 81 |
| | 326 | 1032 | 295 | 00 N 9 | 49,192.42 | 241,959.42 | 436,159.07 | 81 | 81 |
| | 326 | 1032 | 296 | 00 | | | 50,788.31CR | 81 | 81 |
| | 326 | 1032 | 296 | 00 N 9 | 409,773.02CR | 1,721,624.47CR | 2,801,524.57CR | 81 | 81 |
| | 326 | 1032 | 298 | 00 N 9 | 360,580.60 | 1,479,665.05 | 2,365,365.50 | 80 | 81 |
| | 326 | 1032 | 900 | 00 P 1 | 555.37 | 4,099.61 | 10,702.83 | 81 | 81 |
| | 326 | 1032 | 900 | 00 N 1 | | 20.00 | 2,509.06 | 81 | 81 |
| | 326 | 1032 | 900 | 03 P 1 | 906.83 | 5,665.82 | 8,593.30 | 81 | 81 |
| | 326 | 1032 | 900 | 03 N 1 | | | [illegible] | 81 | 81 |
| | 326 | 1032 | 900 | 06 P 1 | 53,708.44 | 125,583.43 | 172,024.09 | 81 | 81 |
| | 326 | 1032 | 911 | 00 P 1 | | | [illegible]00 | 81 | 81 |
| | 326 | 1032 | 915 | 00 P 1 | | 385.86 | 420.55 | 81 | 81 |
| | 326 | 1032 | 920 | 00 P 1 | | | 352.23 | 80 | 81 |

STATE COPY

cy: State (H S Coulter)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

**FINAL ACCEPTANCE REPORT**

| REGION NO. | REPORT NO. | COUNTY | DIVISION |
|---|---|---|---|
| 10 | 2 | Multnomah | Oregon |
| **DATE OF REPORT** | **REPORT MADE BY** | | **PROJECT NO.** |
| 4-29-81 | William C. Farr, FHWA Engr. Trainee | | IX-0000(22) |
| **COMPLETION DATE** | **ACCEPTANCE DATE BY CONTRACT AGENCY** | **TIME ELAPSED** | **CONTRACT TIME** |
| 10-17-80 | 2-24-81 | 100 % | 75 C.D. |
| **APPROVED EXTENSIONS** | **LOCATION** | | |
| 5 C.D. | See below | | |

*The PR-47, Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds, has been submitted.
*A copy of the State's materials certificate is attached to the Division office copy of this report.
There is compliance with section 1.23 of the Regulations pertaining to encroachments on the right-of-way.

**REMARKS:** *The project has been completed in reasonably close conformity with the approved plans and specifications including authorized changes and extra work.*

ARTERIAL STREET OVERLAY
Portland

The purpose of this project was to provide structural repair, restore cross section, and resurface 9.52 miles of arterial streets within the City of Portland. During the course of the project, one of the 15 street sections was found to have structural complexities beyond the scope of the contract and was deleted. That deletion coupled with a favorable bid, allowed addition of 5 other sections. Final cost of the project will be approximately $833,000. All work has been satisfactorily completed.

RECEIVED
STATE HWY ENGR
MAY 27'81
REFER TO
FOR
Info | Inves | R.D. | D.E. | Sum | Art | File

*NOTE: Not applicable for direct federal projects.

| ACCEPTANCE OF PROJECT IS RECOMMENDED | | ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION | |
|---|---|---|---|
| SIGNATURE: Acted by T. P. LOWE — T. P. Lowe | | SIGNATURE: G. K. Hossner | |
| TITLE: Area Engineer | DATE: 5-18-81 | TITLE: Field Operations Engineer | DATE: 5/26/81 |

FORM FHWA-1446 B (12-73) FORMERLY PR 33E

Previous Editions of PR-33E Will Not Be Used.

File

REPORT OF ACTION UNDER DELEGATED AUTHORITY BY

ASSISTANT STATE HIGHWAY ENGINEER

On behalf of the Commission and under authority delegated to me to accept contracts completed according to specifications, I accepted the following:

| Contractor and Contract No. | Section and County | Acceptance Date |
|---|---|---|
| Morse Bros., Inc. No. 9175 | Falls City (N. Main St.) Polk County | February 9, 1981 |
| R. A. Hatch Co. No. 8860 | Ross Island Br.-SE 50th St. (Portland) Multnomah County | February 9, 1981 |
| D Mc D Corporation No. 9174 | Heppner Rock Production Morrow County | February 9, 1981 |
| Aichele Landscaping & Ben Fox No. 8970 | N.E. Maywood Place Multnomah County | February 13, 1981 |
| R. L. Coats No. 9108 | Fremont Jct.-Hackett Dr. Deschutes & Klamath Co. | February 13, 1981 |
| Hamilton Electric, Inc. No. 8689 | Pac. Hwy. W @ 5th Ave. (Eugene) Lane County | February 17, 1981 |
| Ross Bros. Construction, Inc. No. 9125 | Big Butte Creek Bridge Jackson County | February 17, 1981 |
| A. K. Lundmark & Son, Inc. No. 9144 | Upper White River (Crossing Rd.) Bridge Wasco County | February 17, 1981 |
| R. L. Coats No. 9000 | Lava Butte Lookout-Sugar Pine Butte Rd. Deschutes County | February 17, 1981 |
| Eucon Corp. of Idaho No. 9012 | Pendleton-Adams Umatilla County | February 19, 1981 |

| Contractor and Contract No. | Section and County | Acceptance Date |
|---|---|---|
| Humphrey Const., Inc. No. 8710 | SE Stark/Wash. Intchge. (Wash. St. U'Xing.) Multnomah County | February 19, 1981 |
| C. H. Savage Co. No. 9150 | Columbia River (Astoria) Bridge Clatsop County | February 19, 1981 |
| Dirt & Aggregate Interchange No. 9178 | N. 11th St.-Wyeth St. (St. Helens) Columbia County | February 23, 1981 |
| Babler Bros., Inc. No. 9020 | Devine Summit-Burns Jct. & Burns-Burns Jct. Harney County | February 24, 1981 |
| Cascade Construction Co., Inc. No. 9161 | Arterial Street Overlay (Portland) Multnomah County | February 24, 1981 |
| Babler Bros., Inc. No. 9043 | Willamette Jct.-Chemult Klamath County | February 26, 1981 |
| Western Mixing Co.,Inc. No. 9045 | Grass Valley-Shaniko Sherman County | February 27, 1981 |
| F. Hodgson & Sons No. 9033 | Deadmans Pass Safety Rest Area Umatilla County | March 5, 1981 |
| Ontario Asphalt & Concrete Co. No. 9158 | NW Dorian Dr.-NW Verde Dr. (Ontario) Malheur County | March 5, 1981 |
| Johnson Rock Products, Inc. No. 9073 | Florida Ave.-Vermont Ave. (North Bend) Coos County | March 6, 1981 |
| Holst Construction Co. No. 9021 | Dexter Lake South Bridge & Willamette Hwy. @ Jasper/ Lowell Rd. Lane County | March 10, 1981 |
| Stukel Rock & Paving, Inc. No. 9110 | Fuego Rd.-Forge Rd. Klamath County | March 10, 1981 |

| Contractor and Contract No. | Section and County | Acceptance Date |
|---|---|---|
| Weaver Construction Co. No. 9081 | Port of Entry (Farewell Bend) Malheur County | March 11, 1981 |
| Nelson-Deppe, Inc. No. 9111 | Jackson Creek Road-Hot Springs Road Malheur County | March 12, 1981 |

March 12, 1981

C. T. Keasey
Asst. State Highway Engineer

9161

March 12, 1981

The Travelers Indemnity Company
Surety Department
707 S. W. Washington Street
Portland, OR 97205

CON 5
#9161

Gentlemen:

On February 27, 1981, we wrote to you concerning release of final payment on Contract No. 9161 awarded to Cascade Construction Co., Inc. for work on the Arterial Street Overlay Project in Portland, Multnomah County.

The total contract amount is $635,761.84. No work was performed under force account.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

cc: Cascade Construction Co., Inc.
P. O. Box 4267
(Foot of S.W. Abernethy)
Portland, OR 97208

Don Reger and Company
200 Market Building
Portland, OR 97201

bc: C. T. Keasey
Walt Hart
E. L. Hardt

PROJECT REPORT

ARTERIAL STREET OVERLAY PROJECT (PORTLAND)

CITY STREETS

MULTNOMAH COUNTY
Contract No. 9161 - Prefix No. 326-1031
F.A.P. No. IX-0000(22)

RECEIVED
DEC 30 1980
ROAD DESIGN SECTION

## GENERAL PROGRESS

Construction began Monday, August 4, 1980, on SE 92nd Avenue and proceeded in an orderly and timely manner and concluded on N. Williams Avenue. The contract time was based on completing the project in 75 calendar days. There were generally 5 to 25 men on the project completing the overlay with a paver, roller, broom, backhoe, dump trucks, cold planer, compressor and distributor. Coordination between the Contractor, City, State and utilities went smoothly except for some delays caused by Northwest Natural Gas. The sub-contractor for the cold planing work performed his work on schedule and expediently.

## TRAFFIC CONTROL

The streets overlayed under this contract were major arterial streets throughout the City of Portland. Two-way traffic was maintained at all times except when width restrictions did not allow room for paving operations and two-way traffic. In width restricted areas alternating one-way traffic with flagmen was used. On one-way streets, one-way traffic was maintained at all times.

The traffic control on this project was well organized and maintained. All signs brought onto the project were new or in like-new condition. Traffic moved through the project area very well with only isolated traffic tie-ups at major intersections for short durations of time. Construction work was curtailed during the peak A.M. and P.M. traffic hours as per the plans and specifications to avoid undue delay to the motoring public.

## CONSTRUCTION PROBLEMS

Two problems arose during the course of the project. They were the adjustment of manholes and the utility coordination with Northwest Natural Gas.

The method of adjusting manholes by paving over the manhole and then digging out the manhole and adjusting it up was in some cases not the best method. There were problems with shimming up the manhole; mixing the hi-early type concrete in small quantities that would set up fast and meet the required strength; the amount of time required to adjust each manhole was quite long and traffic control around the newly adjusted manholes approached the appearance of an obstacle course at times. An alternate method of manhole adjustment was the use of metal riser rings that are installed immediately after the manhole lid has been paved over. If the metal ring does not meet the new grade, then the manhole can be adjusted by digging it out and adjusting it up. Either method had equally satisfactory end results.

REFERRED TO
Board 2 Staudenmeyer
Cole Mann
Erikson 1 Walker
Hager Dorn Lee
Return Discuss Do File Copy Due
BY FINAL DESIGN ENGINEER

The other problem arose with Northwest Natural Gas. All utility companies were warned far in advance of the overlay project, however, Northwest Natural Gas delayed Cascade Construction Co. in completing the overlay project because of main line installations on SE Hawthorne, E. Burnside and N. Williams Avenue. Northwest Natural Gas had N. Williams Avenue under construction for approximately the first 60 days of the contract. I feel the Gas Company waited until the last possible moment before starting construction to see if the City really was going to overlay these streets or not.

Also at the end of the project, it was apparent that some utility companies needed to complete minor adjustments to their facilities. This was particularly true with Pacific Northwest Bell.

SPECIFICATIONS

On future overlay contracts I would recommend that manhole adjustments be bid two ways. One bid item for adjusting manholes similar to the way it was in this contract and another bid item using metal ring risers. Crews in the field could decide along with the inspector which application best fits each manhole.

I would also recommend a bid item be included for the cleaning out of storm inlets after the overlay is complete. This would accomplish several things, including making the contractor more cautious about A.C. falling in the inlet and making the contractor meet the inlet grate so it can be removed at a later date. Also, by the construction of the overlay and the cleaning out of the inlets, the street would require little or no maintenance other than sweeping for many years.

TIME OVERRUNS

The contractor overran the project completion time of 75 calendar days by 5 days. However, the contractor applied for a 15 day extension and was granted a 5 day extension. The reason for the overrun was due to utility conflicts on N. Williams Avenue and other streets. No liquidated damages will be assessed because all work was completed within the 5 day extension except for minor clean-up.

Steven H. Berg
Bureau of Streets and Structural Engineering
City of Portland

STATEMENT OF OVERRUNNS AND UNDERRUNS

PROJECT: Arterial Street Overlay Project

HIGHWAY: City Streets

COUNTY: Multnomah

CONTRACT NO.: 9161

PREFIX: 326-1031

F.A. NO.: IX-0000(22)

| Item No. | Item | Unit | Original | Semi-Final | ± % |
|---|---|---|---|---|---|
| | Bid items | $ | 585,733.00 | 621,244.69 | +6 |
| | Anticipated items | $ | 41,000.00 | 0.00 | -100 |
| | Contingences | $ | 28,202.99 | 14,837.07* | -47 |
| | Engineering | $ | 56,405.97 | 28,000.00 | -50 |
| | | | 711,341.96 | 664,081.76 | |

*P.A. 3, 4, 5

All substantial changes were evaluated and only those listed below meaningfully affected the total project cost.

| | | | | | |
|---|---|---|---|---|---|
| B.I. 6 | Removal of exist. A.C. & Base | S.Y. | 1,750 | 5,228 | -70 |

Per price agreement No. 3 N. Basin was eliminated from the contract. This street accounted for a majority of the original bid quantity.

| | | | | | |
|---|---|---|---|---|---|
| B.I. 7 | Cold Plane Pavement Removal | S.Y. | 8,420 | 10,661.50 | +25 |

Approximately 1.8 miles of streets were added and 0.45 miles of street were deleted from the contract per price agreement No. 3.
The extra mileage caused the increase in quantity, specifically E. Burnside St. which required cold planing on both sides for twelve blocks.

| | | | | | |
|---|---|---|---|---|---|
| B.I. 9 | General Excavation | C.Y. | 770 | 129 | -83 |

Per price agreement No. 3 N. Basin was eliminated from the contract. This street accounted for a majority of the original bid quantity.

| | | | | | |
|---|---|---|---|---|---|
| B.I. 10 | Class "C" Asphalt | Ton | 18,550 | 21,179.03 | +14 |

Price agreement No. 3 added a net total of 1.35 miles of additional streets to the contract, thus causing the quantity to overrun. In most cases the total asphalt actually used on each street was less than estimated because the estimate was calculated by using a 1½ inch or 1-3/4 inch overlay for the entire width of the street; therefore not taking into account the taper down to 3/4 inch on both sides of the street.

| Item No. | Item | Unit | Original | Semi-Final | ± % |
|---|---|---|---|---|---|
| B.I. 11 | Class 'C' asphalt | Ton | 450 | 817.83 | +82 |

Extra asphalt required to level cold planed areas as stated under B.I. 7.

| | | | | | |
|---|---|---|---|---|---|
| B.I. 12 | Asphalt cement in mixture | Ton | 1,025 | 1,175.18 | +15 |

Overrun for reasons as stated under B.I. 10.

| | | | | | |
|---|---|---|---|---|---|
| B.I. 13 | Adjusting manholes | Ea. | 219 | 40 | -82 |

Majority of manholes were adjusted by method of price agreement No. 4.
Total amount of manholes adjusted under this bid item and P.A. No. 4 was less than originally estimated. Utility manholes (specifically at water vaults) were mistakenly counted as sewer manholes when the estimate was compiled.

| | | | | | |
|---|---|---|---|---|---|
| P.A. No. 4 | Adjusting manholes | Ea. | | 142 | |
| | Pavement striping | $ | 4,000 | 0 | -100 |
| | Asphalt cement adjustment | $ | 37,000 | 0 | -100 |

No adjustment necessary throughout the length of the contract.

FORM 81-734-3001

OREGON STATE HIGHWAY DIVISIO

# FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

| | | |
|---|---|---|
| | SECTION: Arterial Street Overlay Project (Portland) | WEEK ENDING: 12-13-80 |
| | | SECTION PREFIX: 326-1031 |
| | HIGHWAY: City Streets | COUNTY: Multnomah |
| NAME OF JOB: Arterial Street Overlay | KIND OF WORK: Paving | |
| CONTRACTOR: Cascade Construction Co., Inc. | CONTRACT NUMBER: 9161 | FEDERAL AID PROJECT NUMBER: IX-0000(22) |
| DATE OF CONTRACT: July 18, 1980 | DATE WORK STARTED: August 4, 1980 | ESTIMATED COMPLETION DATE: October 12, 1980 |
| AVERAGE FORCE ON PROJECT FOR THE WEEK<br>MEN 0 SUPERVISION 0 | SPECIFIED WORK DAYS N/A<br>SPECIFIED CALENDAR DAYS 75 | WORK DAYS USED N/A<br>CALENDAR DAYS USED 80 |
| | SPECIFIED COMPLETION DATE: N/A | PERCENT OF TIME ELAPSED: 107% |
| PROJECT AUTHORIZATION $ 711,341.96 | ENGINEERING AUTHORIZATION $ 56,405.97 | PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100% |
| EXCLUSIVE OF ENGINEERING $ 654,935.99 | ENGINEERING COST TO DATE $ 25,000.00 | PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION 93% |
| ESTIMATED COST OF COMPLETED PROJECT EXCLUSIVE OF ENGINEERING $ 636,490.00 | | DATE PROJECT WAS COMPLETED: 10-17-80 |
| ESTIMATED PERCENT UNDERRUN 3 % | PERCENT OF AUTHORIZATION 44 % | |

ESTIMATED PERCENT COMPLETE (ROADWORK)

| CLEARING | DRAINAGE | GRADING | BASE | OIL AND/OR PAVE | MAT'L PROD |
|---|---|---|---|---|---|
| | | | 100% | 100% | |

| | GRADING | SURFACING | MAINTENANCE MATER ALS | P.A. 3 Streets Paving | Orig. Streets PAVING |
|---|---|---|---|---|---|
| MILES IN PROJECT | | | | 2.0 | 9.1 |
| MILES PARTIALLY COMPLETED | | | | 0 | 0 |
| MILES COMPLETED | | | | 2.0 | 9.1 |
| TOTAL ESTIMATED QUANTITIES (CONTRACT) | | | | 4427T | 18,550T |
| TOTAL QUANTITIES CORRECTED TO DATE | | | | 4459T | 16,726T |
| ESTIMATED QUANTITIES MOVED OR PLACED TO DATE | | | | | |
| AVERAGE DAILY QUANTITIES | | | | | |
| AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME | | | | | |
| NUMBER OF SHIFTS PER DAY | | | | | |
| HOURS PER SHIFT | | | | | |

EQUIPMENT USED DURING THE WEEK

ESTIMATED PERCENT COMPLETE (STRUCTURES)

| BRIDGE NO | | | | | |
|---|---|---|---|---|---|
| PERCENT | | | | | |

| | WEATHER | WORK DAYS CHARGED | HOURS DELAY | CAUSE OF DELAY |
|---|---|---|---|---|
| SUNDAY | | | | Calendar day count stopped on 10-17-80. |
| MONDAY | | | | |
| TUESDAY | | | | |
| WEDNESDAY | | | | |
| THURSDAY | | | | |
| FRIDAY | | | | |
| SATURDAY | | | | |

RECEIVED
DEC 17 1980
CONSTRUCTION BRANCH

Richards
Adams
Wilson
Gelbert
Church

| GENERAL DESCRIPTION OF ACTIVITIES FOR THIS WEEK | |
|---|---|
| SUNDAY | No Activity. |
| MONDAY | No Activity. |
| TUESDAY | No Activity. |
| WEDNESDAY | No Activity. |
| THURSDAY | No Activity. |
| FRIDAY | No Activity. |
| SATURDAY | No Activity. |

**REMARKS**

3rd Notification issued on 12-9-80.
Semi-final sent in on 9-10-80.
This is the last weekly report to be submitted.

SIGNED Steven Berg LOCATION City of Portland
Steve Berg, Resident Engr.

PRIME RESIDENT SUBMIT 2 COPIES WHEN BRIDGES AND GRADING BOTH ARE INVOLVED SUBMIT 3 COPIES

U. S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

**LETTER OF APPROVAL AND/OR AUTHORIZATION**

FEDERAL AID PROJECT NO.: IX-0000(22)

STATE PROJECT NO.: See below

FROM:
G. L. Green, Division Administrator
Salem, Oregon

PROGRAM NO.:

ITEM NO.: 00020

COUNTY NAME: Multnomah

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

TO:

Mr. H. S. Coulter
State Highway Engineer, ODOT
Salem, Oregon

RECEIVED
STATE HWY ENG
OCT 2 - '80
REFER TO
Muchmore
FOR

10-3 ONLY

| DATE PS&E APPROVED | DATE AUTHORIZATION EFFECTIVE | FEDERAL ROUTE NUMBER | STATE ROUTE NUMBER |
|---|---|---|---|
| 6-4-80 | 8-29-80 | Various FAU | City Streets |

GENERAL LOCATION:
Arterial Streets (Portland) Overlay Project

GENERAL DESCRIPTION OF WORK:
Program Change Correction

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

- ☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
- ☐ PRELIMINARY ENGINEERING FOR SURVEY AND PLAN PREPARATION
- ☒ OTHER (Specify) Program Change See below
- ☐ ACQUISITION OF RIGHT-OF-WAY
- ☐ CONSTRUCTION - ADVERTISE FOR RECEIPT OF BIDS
- ☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Swan's letter of September 19, 1980 I approve the correction to the program change dated August 29, 1980 as follows:

1. Miles: Change to read "11.20"
2. Eliminate FAU 9796 SE. Clinton (47th-26th) 0.14 miles
3. Change FAU 9383 to SW. Terwillinger (Troy-Carson) 0.25 miles

| DATE | SIGNATURE OF APPROVING OFFICIAL | TITLE |
|---|---|---|
| 9-29-80 | G. L. Green | for Division Administrator |

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1978—721-015

VICTOR ATIYEH
GOVERNOR

# *Department of Transportation*
## HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:
PRO 6-2

September 19, 1980

TO: G. L. Green, Division Administrator
Federal Highway Administration

Original Signed By
D. E. Swan

FROM: D. E. Swan
Operation Programming Engineer

SUBJECT: Program Change Correction
Item No. 00020
Project No. IX-0000(22)
Arterial St. (Portland) Overlay Project
Multnomah County

I request approval of corrections in the program change submitted September 2, 1980 and authorized effective August 29, 1980.

The "Miles" and "Project Data" to comply with the latest copy of OSHD Price Agreement No. 3 should be as follows:

1) Miles: Change to read "11.20".
2) Project Data: Add the following ---

| No. | FAU Rte. | Street Name | Section | Miles |
|---|---|---|---|---|
| 9 | 9822 | E. Burnside | 47th-67th | 0.99 |
| 12 | 9903 | NE 15th | Shaver - Ho. #4337 | 0.21 |
| 17 | 9818 | SE Ankeny | Union-Grand | 0.05 |
| 21 | 9796 | SE Clinton | 12th-26th | 0.53 |
| -- | 9383 | SW Terwilliger | Troy-Carson | 0.25 |

and delete the following ---

| | | | | |
|---|---|---|---|---|
| 2 | 9930 | N. Basin | RR Tracks-Fathom | 0.60 |

JLG:bke

cc: Gary Zehner

U. S. DEPARTMENT OF TRANSPORTATIC | FEDERAL HIGHWAY ADMINISTRATION

# LETTER OF APPROVAL AND/OR AUTHORIZATION

FE RAL AID PROJECT NO.
-0000(22)

STATE PROJECT NO.
See below

FROM: G. L. Green, Division Administrator
FHWA - Oregon Division

PROGRAM NO.

COUNTY NAME
Multnomah

ITEM NO.
00020

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

TO:

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

RECEIVED
STATE HWY ENGR
SEP 15 '80
REFER TO
FOR
Info | Inves | R/D | D/R | Sgn | Act | File

9-15, O.K. (illegible)

| DATE PS&E APPROVED | DATE AUTHORIZATION EFFECTIVE | FEDERAL ROUTE NUMBER | STATE ROUTE NUMBER |
|---|---|---|---|
| 6/4/80 | 8/29/80 | Various FAU | City Streets |

GENERAL LOCATION:

Arterial Street (Portland) Overlay Projects

GENERAL DESCRIPTION OF WORK:

Program change

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY

☐ PRELIMINARY ENGINEERING FOR SURVEY AND PLAN PREPARATION

☐ ACQUISITION OF RIGHT-OF-WAY

☐ CONSTRUCTION - ADVERTISE FOR RECEIPT OF BIDS

☒ OTHER (Specify) Program change
See below

☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Swan's letter of 9/2/80 this will confirm the advance approval date of 8/29/80 for the program change as follows:

1) Miles: Change to read "11.19"
2) Project Data: Add the following...

| No. | FAU Rte. | Street Name | Section | Miles |
|---|---|---|---|---|
| 9 | 9822 | E. Burnside | 4th-67th | 0.99 |
| 12 | 9903 | N.E. 15th | Shaver-House #4337 | 0.21 |
| 17 | 9818 | S.E. Ankeny | Union-Grand | 0.05 |
| 20 | 9796 | S.E. Clinton | 47th-50th | 0.14 |
| 21 | 9796 | S.E. Clinton | 12th-26th | 0.53 |
| -- | 9383 | S.W. Terwilliger | Hume-Carson | 0.10 |

And delete the following...

| | | | | |
|---|---|---|---|---|
| 2 | 9930 | N. Basin | RR Tracks-Fathom | 0.60 |

U. S. DEPARTMENT OF TRANSPORTATIC | FEDERAL HIGHWAY ADMINISTRATION

# LETTER OF APPROVAL AND/OR AUTHORIZATION

FE RAL AID PROJECT NO.
-0000(22)

STATE PROJECT NO.
See below

FROM: G. L. Green, Division Administrator
FHWA - Oregon Division

PROGRAM NO.

ITEM NO.
00020

COUNTY NAME
Multnomah

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

TO:

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

RECEIVED
STATE HWY ENGR
SEP 15 '80
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

9-15, OLG

| DATE PS&E APPROVED | DATE AUTHORIZATION EFFECTIVE | FEDERAL ROUTE NUMBER | STATE ROUTE NUMBER |
|---|---|---|---|
| 6/4/80 | 8/29/80 | Various FAU | City Streets |

GENERAL LOCATION:

Arterial Street (Portland) Overlay Projects

GENERAL DESCRIPTION OF WORK:

Program change

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY

☐ PRELIMINARY ENGINEERING FOR SURVEY AND PLAN PREPARATION

☐ ACQUISITION OF RIGHT-OF-WAY

☐ CONSTRUCTION - ADVERTISE FOR RECEIPT OF BIDS

XX ☐ OTHER (Specify) Program change
See below

☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

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| 20 | 9796 | S.E. Clinton | 47th-50th | 0.14 |
| 21 | 9796 | S.E. Clinton | 12th-26th | 0.53 |
| -- | 9383 | S.W. Terwilliger | Hume-Carson | 0.10 |

And delete the following...

| | | | | |
|---|---|---|---|---|
| 2 | 9930 | N. Basin | RR Tracks-Fathom | 0.60 |

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

STATE HWY ENGR
SEP 15 '80
REFER TO
FOR
Info | Inves | R/D | D/R | Sgn | Act | File

| DATE PS&E APPROVED | DATE AUTHORIZATION EFFECTIVE | FEDERAL ROUTE NUMBER |
|---|---|---|
| 6/4/80 | 8/29/80 | Various FAU |
| | | STATE ROUTE NUMBER: City Streets |

GENERAL LOCATION:

Arterial Street (Portland) Overlay Projects

GENERAL DESCRIPTION OF WORK:

Program change

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

- ☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
- ☐ PRELIMINARY ENGINEERING FOR SURVEY AND PLAN PREPARATION
- ☒ OTHER (Specify) Program change See below
- ☐ ACQUISITION OF RIGHT-OF-WAY
- ☐ CONSTRUCTION - ADVERTISE FOR RECEIPT OF BIDS
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| 20 | 9796 | S.E. Clinton | 47th-50th | 0.14 |
| 21 | 9796 | S.E. Clinton | 12th-26th | 0.53 |
| -- | 9383 | S.W. Terwilliger | Hume-Carson | 0.10 |

And delete the following...

| | | | | |
|---|---|---|---|---|
| 2 | 9930 | N. Basin | RR Tracks-Fathom | 0.60 |

(No additional obligation of funds is required for this change.)

| DATE | SIGNATURE OF APPROVING OFFICIAL | TITLE |
|---|---|---|
| 9/10/80 | [signature] | for Division Administrator |

FORM PR-1240 (REV. 6-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-69) WILL BE USED

U. S. GOVERNMENT PRINTING OFFICE: 1975 O-611 255

VICTOR ATIYEH
GOVERNOR

# Department of Transportation
## HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.: PRO 6-2

September 2, 1980

TO G. L. Green, Division Administrator
Federal Highway Administration

Original Signed By
D. E. Swan

FROM D. E. Swan
Operation Programming Engineer

SUBJECT Program Change
Item No. 00020
Project No. IX-0000(22)
Arterial St.(Portland)Overlay Project
Multnomah County

I request approval of a program change as indicated below:

1) Miles: Change to read "11.19"
2) Project Data: Add the following...

| No. | FAU Rte. | Street Name | Section | Miles |
|---|---|---|---|---|
| 9 | 9822 | E. Burnside | 4th-67th | 0.99 |
| 12 | 9903 | N.E. 15th | Shaver-House # 4337 | 0.21 |
| 17 | 9818 | S.E. Ankeny | Union-Grand | 0.05 |
| 20 | 9796 | S.E. Clinton | 47th-50th | 0.14 |
| 21 | 9796 | S.E. Clinton | 12th-26th | 0.53 |
| -- | 9383 | S.W. Terwilliger | Hume-Carson | 0.10 |

And delete the following...

| | | | | |
|---|---|---|---|---|
| 2 | 9930 | N. Basin | RR Tracks-Fathom | 0.60 |

No additional obligation of funds is anticipated for this change.

A "Price Agreement" reflecting these changes will be forwarded under seperate action.

Mr. Glenn Hossner, of your staff, gave on August 29, 1980, verbal approval of the concept.

JLG:sr

cc: Gary Zehner

MAX KLOTZ, Manager
Program Management Section

August 22, 1980

REGION I

Original Signed By
M B SMITH
M. B. SMITH
Liaison Engineer

RE RME RCE OE TE
UE SO RSM RSC
RBI BE TO

ARTERIAL STREET OVERLAY PROJECT (PORTLAND)
CONTRACT 9161
FA #IX-0000(22)

Attached is a request from the City of Portland to extend the subject project beyond the original limits of the existing contract.

The original engineer's estimate for the bid items was $808,140.00. The actual bid by Cascade Construction Co., Inc. for the bid items was $585,733.00. This left a difference of $222,407. It is my understanding from Buz Swan, OSHD, and Cliff Christianson, FHWA, that this money is still available for use on the subject project.

The City's original intent was to utilize this additional money to completely excavate and rebuild from curb to curb that portion of Basin Ave. on the existing contract, rather than just an overlay as called for in the existing contract. This idea ran into problems whereby it would have to go before the contract review board, inasmuch as the work could not be done using the existing bid items. Therefore, the City is requesting that Basin Ave. be dropped from the existing contract and six other streets be added for overlays, as indicated by the attached Exhibit "A". This work can be accomplished by extending the existing bid items.

Attached is a signed Price Agreement with Cascade Construction Co., Inc. agreeing to perform the work using existing unit bid items and prices with the exception of bid item #2, which is a lump sum item and was prorated. Also attached is Exhibit "A" showing location of the streets and an estimate of $121,409.02 to perform the additional work. This would increase the original contract bid item amount to $707,142.02, leaving a 12.5% cushion to the original $808,140.00.

The City is anxious to have this additional work approved as the contractor is approximately 50% complete with the existing contract and has agreed to complete the work with no extension of contract time. As of 23 August the contract has 50 days left of a 75-day calendar day time limit.

Any help you can give will, I'm sure, be appreciated by the City. Let me know if you need any additional information.

MBS/cp
Attachments

cc: C.T. Keasey } FYI
Buz Swan } ELH

OMB No. 04-R2089

| *TO BE COMPLETED BY FHWA<br>MONTHLY TRANSACTION NO.<br>8-8 | U. S. DEPARTMENT OF TRANSPORTATION<br>FEDERAL HIGHWAY ADMINISTRATION<br><br>FEDERAL-AID PROJECT AGREEMENT | State<br>Oregon<br>County<br>Multnomah<br>Project No.<br>IX-0000(22) |
|---|---|---|

**The State, through its Highway Agency,** having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

Arterial Street Overlay Project

| PROJECT CLASSIFICATION OR PHASE OF WORK | EFFECTIVE DATE OF AUTHORIZATION | APPROXIMATE LENGTH *(Miles)* |
|---|---|---|
| HIGHWAY PLANNING AND RESEARCH (HP & R) | | |
| PRELIMINARY ENGINEERING | | |
| RIGHTS-OF-WAY | | |
| CONSTRUCTION | 6-4-80 | 9.77 |
| OTHER *(Specify)* | | |

FUNDS Pro Rata 85%

| ESTIMATED TOTAL COST OF PROJECT | FEDERAL FUNDS |
|---|---|
| $ 964,000.00 | $ 819,400.00 |

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
*(Official name of Highway Agency)*

By [signature]
Asst. State Highway Engineer
*(Title)*

XX By For: H. S. Coulter
State Highway Engineer
*(Title)*

By
*(Title)*

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By [signature]
*(Division Administrator)*
For: G. L. Green

Date executed by Division Administrator 7-28-80

Form PR-2 (Rev. 10 75) PREVIOUS EDITIONS ARE OBSOLETE

## AGREEMENT PROVISIONS

**1. RESPONSIBILITY FOR WORK**

a. Except for projects constructed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

b. With regard to projects performed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in accordance with the terms of its approved Certification, or exceptions thereto as may have been approved by the Federal Highway Administration.

**2. HIGHWAY PLANNING AND RESEARCH (HP&R) PROJECT.** The State highway agency will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

**3. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY.** In the event that actual construction of a road on this right-of-way is not undertaken by the close of the tenth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

**4. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES.** In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

**5. INTERSTATE SYSTEM PROJECT.** (a) The State highway agency will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway agency will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway agency will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

**6. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT.** (a) This project authorized pursuant to 23 U.S.C. 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway agency, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 U.S.C. 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

**7. STAGE CONSTRUCTION.** The State highway agency agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHTO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation..

**8. BOND ISSUE PROJECT.** Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 U.S.C. 122, for retiring maturities of the principal indebtednesss of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by 23 CFR Part 140, Subpart F, and Volume 1, Chapter 4, Section 8 of the Federal-Aid Highway Program Manual or the alternative State procedure set forth in the State's Certificate, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway agency for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

**9. SPECIAL HIGHWAY PLANNING AND RESEARCH PROJECT.** The State Highway agency hereby authorizes the Federal Highway Administration to charge the State's pro rata share of costs incurred against funds apportioned to the State under 23 U.S.C. 307 (c), as amended. In the event a project is financed with both Federal-aid funds and State matching funds, the State agrees to advance to The Federal Highway Administration the State matching funds for its share of the estimated cost. For a National Pooled Fund study, the State hereby assigns its responsibility for the work to the Federal Highway Administration. For an Intra-Regional Cooperative Study, the State hereby assigns its responsibility for the work to the lead State for the study.

**10. PARKING REGULATION AND TRAFFIC CONTROL.** The State highway agency will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the local unit of Government referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration, unless the State determines, and the Division Administrator concurs, that the local unit of Government has a functioning traffic engineering unit with the demonstrated ability to apply and maintain sound traffic operations and control

Oregon State Highway Division
Salem, Oregon, July 17, 1980

Federal Aid Project
No. IX-0000(22)

Arterial Street Overlay Project
City Streets, Portland
Multnomah County

Project agreement estimate.

Type Code 6201
Roadway Overlays (Various Portland City Streets)

| | | | |
|---|---|---|---|
| Mobilization | All Required | | $ 3,340.00 |
| Temporary Protection and Direction of Traffic | All Required | | 13,637.00 |
| Temporary Signs | 550 Sq.Ft. | $ 5.20 | 2,860.00 |
| Temporary Barricades | 10 Each | 105.00 | 1,050.00 |
| Flagmen | 600 Hour | 23.50 | 14,100.00 |
| Removal of Existing Asphalt Concrete and Base | 1,750 Sq.Yd. | 10.00 | 17,500.00 |
| Cold Plane Pavement Removal | 8,420 Sq.Yd. | 6.00 | 50,520.00 |
| General Excavation | 295 Cu.Yd. | 10.00 | 2,950.00 |
| 1 1/2"-0 Aggregate Base | 770 Cu.Yd. | 14.70 | 11,319.00 |
| Class "C" Asphalt Concrete Mixture | 18,550 Ton | 15.00 | 278,250.00 |
| Class "C" Asphalt Concrete Mixture in Leveling | 450 Ton | 15.00 | 6,750.00 |
| Asphalt Cement in Mixture | 1,025 Ton | 153.00 | 156,825.00 |
| Adjusting Manholes | 219 Each | 112.00 | 24,528.00 |
| Adjusting Inlets | 12 Each | 166.00 | 1,992.00 |
| Adjusting Cleanouts | 1 Each | 112.00 | 112.00 |
| | | | $585,733.00 |

Anticipated Items

| | | |
|---|---|---|
| Permanent Pavement Striping | All Required | $ 4,000.00 |
| Asphalt Cement Adjustment | All Required | 37,000.00 |
| | | $ 41,000.00 |
| Subtotal | | $626,733.00 |
| Engineering | | 84,608.00 |
| Total | | $711,341.00 |

Oregon State Highway Division
Salem, Oregon July 17, 1980

Federal-Aid Project
No. IX-0000(22)

Length of Roadway 9.77 Mi.
Cost of Roadway Per Mile $72,808.70

SUMMARY OF FUNDS (85%)

| Description | Total Cost | Federal Funds | State Funds | City Funds |
|---|---|---|---|---|
| Roadway | $711,341.00 | $604,639.00 | $64,021.00 | $42,681.00 |
| Reserve | 252,659.00 | 214,761.00 | 22,739.00 | 15,159.00 |
| TOTAL | $964,000.00 | $819,400.00 | $86,760.00 | $57,840.00 |

Group 1-100%
Contract No. 9161
Prefix 726-1913
Prefix 326-1031

June 27, 1980

COH 4

City of Portland
921 S.W. Alder Street
Portland, Oregon 97205

Attn: David Vargas
Highway Coordinator

Gentlemen:

On June 26, 1980 a satisfactory bid was received from Cascade Construction Co., Inc., P.O. Box 4267, Portland, Oregon 97208 for the Arterial Street Overlay Project. The advance deposit based on the anticipated construction cost of their bid is as follows:

| | |
|---|---|
| Bid Items | $585,733.00 |
| Permanent Pavement Striping | $ 4,000.00 |
| Asphalt Cement Adjustment | 37,000.00 |
| 4 1/2% Contingencies | 28,202.99 |
| 9% Engineering | 56,405.97 (By City) |
| ESTIMATED TOTAL COST | $711,341.96 |

City's Advance Deposit:
5% of $654,935.99 = $39,296.16 or say $39,300.00.

This project will be awarded upon receipt of your advance deposit, which should be in this office no later than July 18, 1980.

The attached sheet defines the three options for making your advance deposit. Please select the option you desire and submit your advance deposit in accordance with the instructions.

Very truly yours,

C. E. Swan
Operation Programming Engineer

CEZ:pf

bcc w/AD # 789: Region 1 Federal Aid Engineer
Vern Skoog - Please return completed AD # 789 when check is received.

June 10, 1980

City of Portland
City Hall
Portland, OR 97204

AGR 4

Attention: George Yerkovich
City Auditor

MISC. CONTRACTS and
AGREEMENTS No. 7205

Gentlemen:

Attached for your records are two fully executed copies of an agreement covering the construction of the Arterial Street (Portland) Overlay Program.

We have retained a fully executed copy of this agreement for the Transportation Commission's files.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

dmc
Attachment

bc: Don Harwell (agree. att.)

U. S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

# LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO.
IX-0000(22)

STATE PROJECT NO.
See below

FROM:
G. L. Green, Division Administrator
Salem, Oregon

PROGRAM NO.

ITEM NO.
00020

COUNTY NAME
Multnomah

PROGRAM STAGE (Check)
☐ 1. ☐ 2.

TO:

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

RECEIVED
STATE HWY ENGR
JUN 11 '80
REFER TO
FOR
Info | Inves | R/D | D/R | Spec | Act | File

| DATE PS&E APPROVED | DATE AUTHORIZATION EFFECTIVE | FEDERAL ROUTE NUMBER | STATE ROUTE NUMBER |
|---|---|---|---|
| 6-4-80 | 6-4-80 | Various FAU | City Streets |

GENERAL LOCATION:

Arterial Street (Portland) Overlay Projects

GENERAL DESCRIPTION OF WORK:

High Type Pavement Overlay

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY

☐ PRELIMINARY ENGINEERING FOR SURVEY AND PLAN PREPARATION

☐ ACQUISITION OF RIGHT-OF-WAY

☒ CONSTRUCTION - ADVERTISE FOR RECEIPT OF BIDS

☒ OTHER (Specify) Asphalt Adjustment $37,000
Permanent Pavement Striping (S.F.) $4,000

☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

After concurrence in award, you are authorized to proceed with those items listed above as shown in your Estimate.

Mr. Swan's June 2, 1980 request and certifying statements are accepted.

PS&E documents for the subject project have been reviewed and are approved at a total estimated cost of $964,000; Federal Funds $819,400.

A signed copy of the Title Sheet is returned herewith.

| DATE | SIGNATURE OF APPROVING OFFICIAL | TITLE |
|---|---|---|
| 6-4-80 | G K Hammer | for Division Administrator |

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1978—721-918

STATE OF OREGON
Department of Transportation
Metropolitan Branch

INTEROFFICE MEMO
Telephone: 238-8226
Date: May 29, 1980

File No: MSD 10a

TO: MAX KLOTZ
Technical Services Engineer

FROM: TED SPENCE
Policy & Planning Coordinator

SUBJECT: Match for City Overlay - Arterial Street Overlay Program

This is to document that the $840,000 arterial street overlay program is an FAU replacement job to be matched by nine per cent State and six per cent City of Portland. This will reduce the FAU replacement contingency for the City of Portland (I-505) from $3,231,181 to $2,391,181.

TS/po

cc: Earl Mershon
Jon Rose

Attachment

TECHNICAL
SERVICES UNIT
MAY 29 1980

cc: Gary Cahoon (letter only)

OFFICE OF CITY AUDITOR

GEORGE YERKOVICH
CITY AUDITOR

# CITY OF PORTLAND
## OREGON

May 19, 1980

R. N. Bothman, Metropolitan Engineer
Oregon State Department of Transportation
Highway Division
5821 N. E. Glisan
Portland, Oregon 97213

Attention: Jon Rose, Regional Federal Aid Engineer

Dear Mr. Bothman:

Enclosed are ~~six~~ four copies of agreement providing for construction, maintenance and finance for the Portland Arterial Street Overlay Project as authorized by Ordinance No. 149611.

Will you please have the proper persons sign all ~~six~~ four copies of the agreement which have already been executed by the City officials and return two copies to the Auditor, Room 202, City Hall, Portland, 97204.

Your cooperation to this matter will be appreciated.

Yours very truly,

Charles D. Lear

City Auditor of the City of Portland

From Room 208 Date 5/20/80

To Bud Swan

Program Mgmt. Traffic Region 1

Comments: Here are four copies of the agreement covering the City's Arterial Street Overlay program. These were signed by City officials and approved by the Metro Administration. Please process. Jon Rose

Arterial st + Overlay Project

Section (Portland) Programming Estimate $ _____

Highway City Streets 5-16-80 Project Length 9.5 miles

County Multnomah Completion Time 75 Calendar days

Kind of Work Paving Est. Comp. Date _____

Prefix 726-1913-921 Letting Date June 26, 1980 Project No. M-0000(22)

## ESTIMATED CONSTRUCTION AUTHORIZATION

Estimated Contract Amount . . . . . $ 808,140.00

Anticipated Additional Items:

| | | |
|---|---|---|
| Royalty Payment | | |
| Permit Fees | | |
| Slide Correction | | |
| Railroad Protective Costs | | |
| Other Railroad Costs | | |
| Permanent Signing | | |
| Permanent Pavement Striping | 4,000 | |
| Temporary Pavement Striping | | |
| Remove Pavement Striping (Exist. & Temp.) | | |
| Temporary Erosion Control | | |
| State Furnished _____ | | |
| Roadside Seeding & Mulching | | $ 41,000 |
| Asphalt Cement Adjustment | 37,000 | |
| On the Job Trainees | | |
| State Responsibility for Damages | | |
| Signal Controller Testing (Engineering) | | |
| Bikeway Signs | | |
| Furnish Mailbox Posts | | |
| Adjust Utilities: | | |
| _____ | | |
| _____ | | |
| _____ | | |
| _____ | | |
| _____ | | |

Subtotal $ 849,140.00

Contingencies (4-1/2%) . . . . . 38,211.30

Engineering (~~8~~, (9), ~~10~~%) . . . . . 76,422.60

Subtotal $ 963,773.90

Credit for _____ . . . . . _____

Estimated Net Authorization, Construction . . . . . $ 963,773.90

APPROVED

cc: Max Klotz

Rec'd. 5-16-80

Ck.

_____

Road Design Engineer

OREGON STATE HIGHWAY DIVISION

SUMMARY--BID SCHEDULE--COST ESTIMATE

Sheet 1 of 1

Date 5/1/80

Section Arterial street Overlay Project (Portland) 6.26

County Multnomah

Kind Of Work Paving Length 9.5 mile Name Bill Bergstedt

5-1-80 Bd

| No | Item | Code | Unit | Quant. | Unit Cost | Total |
|---|---|---|---|---|---|---|
| | Mobilization | | All | All | (8%) | 60,000 |
| | Temporary Protection and Direction of Traffic | | All | All | — | ~~44,500~~ 42,300 |
| | Temporary Signs | | Sq. Ft. | 550 | 6.00 | 3,300 |
| | Temporary Barricades | | Each | 10 | 125.00 | 1,250 |
| | Flagmen | | Hour | 600 | 21.00 | 12,600 |
| | Roadwork | | | | | |
| | Removal of Existing Asphalt Concrete and Base | | Sq. Yd. | 1,750 | 10.00 | 17,500 |
| | Cold Plane Pavement Removal | | Sq. Yd. | 8,420 | 4.00 | 33,680 |
| | General Excavation | | Cu. Yd. | 295 | 13.00 | 3,835 |
| | 1½"-0 Aggregate Base | | Cu. Yd. | 770 | 20.00 | 15,400 |
| | Class "C" Asphalt Concrete Mixture | | Ton | ~~18,730~~ 18,550 | 21.00 | ~~393,330~~ 389,550 |
| | Class "C" Asphalt Concrete Mixture in Leveling | | Ton | 450 | 22.00 | 9,900 |
| | Asphalt Cement in Mixture | | Ton | ~~1,250~~ 1,025 | 157.00 | ~~196,250~~ 160,925 |
| | Adjusting Manholes | | Each | 219 | 250.00 | 54,750 |
| | Adjusting Inlets | | Each | 12 | 250.00 | 3,000 |
| | Adjusting Cleanouts | | Each | 1 | 150.00 | 150 |

117 DOT Building
Salem, Oregon 97310

Highway # 726

Attention: Right-of-Way Section 4-22-80

Prefix 726-1913

Subject: Federal Aid Project No. IX-0000(22)
Project Name Arterial St. Overlay Project (Portland)
Various City Streets

Regarding the above referred to federal aid project, we hereby certify that to the best of our knowledge and belief:

A. Existing Right-of-Way

[X] 1. All construction can be accomplished completely within the existing right-of-way. This existing right-of-way was acquired prior to January 2, 1971.

B. New Right-of-Way

[ ] 1. This project required additional right-of-way purchased after January 2, 1971. Right-of-way, easements, or rights-of-entry required for this project have been secured in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, and all incidental charges related to the transfer of property will be paid by the city in accordance with said Act.

[ ] a. There has been no displacement of persons from residences, farms or businesses.

OR

[ ] b. There has been displacement of persons from either residences, farms or businesses and in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, displaced persons, businesses, or farm operations have been provided relocation payments, if eligible, and relocation assistance. Displaced individuals or families have been relocated to decent, safe and sanitary housing or have been offered decent, safe, sanitary and fair housing immediately available on the open market.

. Utilities

[X] 1. The occupancy and/or adjustment of existing utilities within the right-of-way of the above referred to federal aid project have been authorized by permit, franchise, or other approved procedure.

Signed at Portland, Oregon, this 16th day of April, 1980

City of Portland

Certified By:

Regional Right-of-Way Supervisor
Date April 22, 1980

John M. Lang
Public Works Administrator

Instructions: Complete A or B and C.
R/W File No. _____
Rev. 1/76

RECEIVED
APR 15 1980

U. S. DEPARTMENT OF TRANSPORTATION • FEDERAL HIGHWAY ADMINISTRATION

# LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO.: M-0000(18)

STATE PROJECT NO.: See below

FROM: G. L. Green, Division Administrator
FHWA - Oregon Division

PROGRAM NO.:

ITEM NO.: 00020

COUNTY NAME: Multnomah

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

TO:

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

4/14
Orig

RECEIVED
STATE HWY ENGR
APR 14 '80
REFER TO
Moehring
FOR
Info | Moves | R/D | D/R | Sign | Act | File

| DATE PS&E APPROVED | DATE AUTHORIZATION EFFECTIVE | FEDERAL ROUTE NUMBER | STATE ROUTE NUMBER |
|---|---|---|---|
| | 4/9/80 | Various FAU Routes | |

GENERAL LOCATION:

Arterial Street (Portland) overlay

GENERAL DESCRIPTION OF WORK:

Program change

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☐ PREPARATION

☐ ACQUISITION OF RIGHT-OF-WAY
CONSTRUCTION - ADVERTISE FOR RECEIPT
☐ OF BIDS

☒ OTHER (Specify) Program change
See below

☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Swan's letter of 3/27/80 I approve the program change as indicated below.

1) Miles: Change to read 25.90.
2) Existing Facility: Add the following - - - -

| No. | FAU Route | Street Name | Section | Miles |
|---|---|---|---|---|
| 19 | 9808 | SE Belmont | 60th-69th Aves. | 0.48 |
| 20 | 9796 | SE Clinton | 47th-49th Aves. | 0.10 |
| 21 | 9796 | SE Clinton | 12th-26th Aves. | 0.53 |
| 22 | 9776 | SE Foster Rd. | 82nd-88th Aves. | 0.36 |
| 23 | 9356 | SE Hawthorne | Grand-12th Ave. | 0.34 |
| 24 | 9804 | SE Lincoln | 30th-39th Aves. | 0.60 |
| 25 | 9808 | SE Morrison | 12th-25th Aves. | 0.66 |
| 26 | 9699 | SE 39th Ave. | Holgate-Woodstock | 0.77 |
| 27 | 9699 | SE 39th Ave. | Woodstock-Glenwood | 0.31 |
| 28 | 9847 | SE 60th Ave. | Stark-Lincoln | 0.78 |
| 29 | 9753 | SE 92nd Ave. | Holgate-Woodstock | 0.66 |
| 30 | 9368 | SW Jefferson | Front-6th Ave. | 0.33 |
| 31 | 9395 | SW Sunset Blvd. | Dewitt-Dosch Rd. | 1.10 |
| 32 | 9295 | SW 18th Ave. | W. Burnside-Jefferson | 0.50 |
| 33 | 9311 | NW 21st Ave. | Burnside-Quimby | 0.71 |
| 34 | 9317 | NW 23rd Ave. | Burnside-Vaughn | 0.94 |

State of Oregon
Salem, Oregon

4/14
Orig

APR 14 80

REFER TO
Moehring

FOR

| Info | Moves | R/D | D/R | Sign | Act | File |
|---|---|---|---|---|---|---|
| | | | | | | |

| DATE PS&E APPROVED | DATE AUTHORIZATION EFFECTIVE | FEDERAL ROUTE NUMBER |
|---|---|---|
| | 4/9/80 | Various FAU Routes |
| | | STATE ROUTE NUMBER |

GENERAL LOCATION:

Arterial Street (Portland) overlay

GENERAL DESCRIPTION OF WORK:

Program change

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☐ PREPARATION

☒ OTHER *(Specify)* Program change
See below

☐ ACQUISITION OF RIGHT-OF-WAY
CONSTRUCTION - ADVERTISE FOR RECEIPT
☐ OF BIDS

☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Swan's letter of 3/27/80 I approve the program change as indicated below.

1) Miles: Change to read 25.90.
2) Existing Facility: Add the following - - - -

| No. | FAU Route | Street Name | Section | Miles |
|---|---|---|---|---|
| 19 | 9808 | SE Belmont | 60th-69th Aves. | 0.48 |
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| 21 | 9796 | SE Clinton | 12th-26th Aves. | 0.53 |
| 22 | 9776 | SE Foster Rd. | 82nd-88th Aves. | 0.36 |
| 23 | 9356 | SE Hawthorne | Grand-12th Ave. | 0.34 |
| 24 | 9804 | SE Lincoln | 30th-39th Aves. | 0.60 |
| 25 | 9808 | SE Morrison | 12th-25th Aves. | 0.66 |
| 26 | 9699 | SE 39th Ave. | Holgate-Woodstock | 0.77 |
| 27 | 9699 | SE 39th Ave. | Woodstock-Glenwood | 0.31 |
| 28 | 9847 | SE 60th Ave. | Stark-Lincoln | 0.78 |
| 29 | 9753 | SE 92nd Ave. | Holgate-Woodstock | 0.66 |
| 30 | 9368 | SW Jefferson | Front-6th Ave. | 0.33 |
| 31 | 9395 | SW Sunset Blvd. | Dewitt-Dosch Rd. | 1.10 |
| 32 | 9295 | SW 18th Ave. | W. Burnside-Jefferson | 0.50 |
| 33 | 9311 | NW 21st Ave. | Burnside-Quimby | 0.71 |
| 34 | 9317 | NW 23rd Ave. | Burnside-Vaughn | 0.94 |
| 35 | 9765 | SE Milwaukie | 17th-Powell | 2.52 |

And the following is changed to read: Number

| | | | | |
|---|---|---|---|---|
| 13 | | | Sandy-Broadway & Hancock-Knott | 0.59 |

| DATE | SIGNATURE OF APPROVING OFFICIAL | TITLE |
|---|---|---|
| 4/9/80 | [signature] | for Division Administrator |

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1970—721-911

REPORT OF ACTION UNDER DELEGATED AUTHORITY

BY STATE HIGHWAY ENGINEER

On behalf of the Commission and under authority delegated to me to approve and execute the necessary agreements covering Local Government Project (FAS-C, FAUS, SOS and FAIX), I approved the following:

| Section & Jurisdiction | Estimated Total Cost | Federal Funds | State Share | Local Govt. Funds | Approval Date |
|---|---|---|---|---|---|
| FAIX PROJECTS | | | | | |
| S.E. Portland Signal Modification-10 Intersections Portland | $ 50,000 | $ 42,500 | None | $ 7,500 | 3-18-80 |
| Pine Street-Division St. N. Liberty-Commercial Couplet, FAU 1705 Salem | 1,738,000 | 1,477,300 | None | 260,700 | 3-20-80 |
| Arterial Street (Portland) Overlay Program Portland | 964,000 | 819,400 | $86,760 | 57,840 | 3-28-80 |
| SOS PROJECTS | | | | | |
| Amazon Channel (Acorn Park Street) Br. Eugene - City | C A N C E L L A T I O N | | | | 3-13-80 |
| Ingersoll Ave. - Kruse Ave. Section on 10th Street Coos Bay - City | C A N C E L L A T I O N | | | | 3-28-80 |

April 3, 1980

H. S. Coulter
State Highway Engineer

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No. PRO 6-2

April 2, 1980

G. L. Green, Division Administrator
Federal Highway Administration

**Original Signed By**
**D. E. Swan**

D. E. Swan
Operation Programming Engineer

Project Data Submission
Item No. C0020
Project No. IX-0000(22)
Arterial St. (Portland) Overlay Program
Multnomah County

Attached support data consists of PR-1 forms and project maps for the subject project.

It is the Oregon State Highway Division's intention to request PS&E approval upon availability of funds.

I request transfer of Interstate Substitution General Funds for the construction of the subject project. This action will involve an estimated total cost of $964,000, with substitution funds in the amount of $819,400.

This request is based on the March 27 letter to you from Mr. F. B. Klaboe, Director of the Department of Transportation.

DEG:sr
Attachments

cc: [illegible], Metro
[illegible]
Don Hoff, Metro
Ed Marcot, Region 1
Gary Zehner, w/att.

Budget Bureau No. 41-R20

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO W.O.

FORM PR-1 (REV. 4-61)

4-2-80

# FEDERAL-AID PROGRAM DATA

*(PPM 21-1)*

| CARD 2 | REPORT NUMBER (19)(20) | PROJECT LOCATION *(45 typewriter spaces)* 21 / 65 | ADT | PRESENT | FUTURE (66) | YEAR (70)(71)(72) | REGION | STATE NAME |
|---|---|---|---|---|---|---|---|---|
| | | Citywide (Portland) | | N/A | - - - | - - | 10 | Oregon |

| CARD 3 | CHARACTER OF PROPOSED WORK *(35 typewriter spaces)* 28 / 62 | NATL. FOREST (63)(65) | FH ROUTE NO. (66)(68) | SUPV AGCY (69) | DA CLASSIF. (70) | DA AREA (71) | EMERG. YR. (72)(73) | PL. AUTH YR (74)(75) | PROJECT NUMBER PREFIX LETTER(S) 14 / 23 | NUMBER 7 |
|---|---|---|---|---|---|---|---|---|---|---|
| | H-T Pavement Overlay | | | | | | | | IX- | 0000 |

| CARD 4 | CLASS OF FEDERAL FUNDS | COUNTY NAME | |
|---|---|---|---|
| | Interstate Substitutions General Funded | Multnomah | |
| | NAME OF URBAN AREA 17-31 | ROUTE NO. | FEDERAL-AID (32) |
| | Portland | U | Various * |

STATE (36)(37): Streets*

U.S.: - - -

| CARD 5 | LINE NO. (14-15) | CHANGE CODE (16) | PROJECT CODE 41 | WORK CLASS 42 | WORK TYPE 43-46 | STEP 53 | TERMINI *(Full description)* | MILES (54)(58) | ESTIMATED PROJECT COST BY PHASES: TOTAL ESTIMATED COST (59)-(66) | FEDERAL FUNDS (67)-(76) 85% | STATE FUNDS 9% | OTHER FUNDS 6% |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | | | | | | | | | | | | |
| 5 | | | | | PE | | | | | | | |
| 5 | | | | | ROW | | | | | | | |
| 5 | | | | | CONST (CODE) 6201 | | "Arterial St (Portland) Overlay Program" | 9.77 | 964,000 | 819,400 | 86,760 | 57,840 |
| | | | | | | | | 9.77 | 964,000 | 819,400 | 86,760 | 57,840 |

| CARD 1 | CODE 1 | PREPARED BY | PROJECT TOTALS |
|---|---|---|---|
| 1 | 14 | PROGRAM APPROVAL DATES: 10-4-79 | DRH |

(16) (23) (24) (33)

REMARKS

* See Project Data on back.

Additional Data: Item
Project No. M-0000(18)

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

FORM PR-1 (REV. 4-61)

4-2-80

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

# FEDERAL-AID PROGRAM DATA

*(PPM 21-1)*

| PROJECT LOCATION (45 typewriter spaces) | | PRESENT | FUTURE YEAR | REGION | STATE NAME | STATE CODE | APPN CODE | ITEM NO. |
|---|---|---|---|---|---|---|---|---|
| Citywide (Portland) | ADT | N/A | - - - - - - | 10 | Oregon | 41 | 823 | 00020 |

| WORK (35 typewriter) | NATL. FOREST | FH ROUTE NO. | SUPV AGCY | DA CLASSIF. | DA AREA | EMERG. YR. | PL. AUTH YR | PROJECT NUMBER PREFIX LETTER(S) | NUMBER | SEQ. NO. | I Projects Only POST MI. | DESIG. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Overlay | | | | | | | | IX- | 0000 | (22) | | |

Interstate Substitutions General Funded

Portland

COUNTY NAME: Multnomah — CODE: 051

ROUTE NO. U — FEDERAL-AID: Various * — STATE: Streets* — U.S. - - -

PROGRAM STAGE: ____ 1 OR ____ 2

| WORK TYPE | STEP | TERMINI (Full description) | MILES | TOTAL ESTIMATED COST | FEDERAL FUNDS 85% | STATE FUNDS 9% | OTHER FUNDS 6% | CHARACTER OF PROPOSED WORK (Full description) |
|---|---|---|---|---|---|---|---|---|
| W | | | | | | | | |
| NST (DE) 201 | | "Arterial St (Portland) Overlay Program" | 9.77 | 964,000 | 819,400 | 86,760 | 57,840 | ROW-40'min. Access Control-none; Parking Restriction-Partial. |
| | | PROJECT TOTALS | 9.77 | 964,000 | 819,400 | 86,760 | 57,840 | |

DRH

APPROVAL DATES: 10-4-79

* See Project Data on back.

REMARKS: Additional Data: Item No. 00020; Project No. M-0000(18).

USCOMM DUSCOMM-DC 48905-P61

Arterial St. (Portland) Overlay Program
Project No.IX-0000(22)

Remarks Continued;

Project Data: Work consists of high type pavement overlay with selective base and surface repair prior to overlayment and incidental work common to this type of project on the following existing city arterial streets listed below:

| No.* | FAU Route | Street Name | Section | Miles |
|---|---|---|---|---|
| 2 | 9930 | N. Basin | RR Track-Fathom | 0.60 |
| 3 | 9976 | N. Fessenden | Columbia-Portsmouth | 0.81 |
| 6 | 9957 | N. Williams | Broadway-Killingsworth | 1.93 |
| 11 | 9765 | N.E. 12th Ave. | Irving-Sandy Blvd. | 0.50 |
| 13 | 9823 | N.E. 33rd Ave. | Sandy-Broadway & Hancock-Knott | 0.59 |
| 19 | 9808 | S.E. Belmont | 60th Ave.-69th Ave. | 0.48 |
| 22 | 9776 | S.E. Foster Rd. | 82nd Ave.-88th Ave. | 0.36 |
| 23 | 9356 | S.E. Hawthorne | Grand-12th Ave. | 0.34 |
| 24 | 9804 | S.E. Lincoln | 30th Ave.-39th Ave. | 0.60 |
| 26 | 9699 | S.E. 39th Ave. | Holgate-Woodstock | 0.77 |
| 27 | 9699 | S.E. 39th Ave. | Woodstock-Glenwood | 0.31 |
| 28 | 9847 | S.E. 60th Ave. | Stark-Lincoln | 0.78 |
| 29 | 9753 | S.E. 92nd Ave. | Holgate-Woodstock | 0.66 |
| 30 | 9368 | S.W. Jefferson | Front -6th Ave. | 0.33 |
| 33 | 9311 | N.W. 21st Ave. | Burnside-Quinby | 0.71 |
| | | | Total | 9.77 |

* Number reference to Project No. M-0000(18)

Accommodation of Utilities: A State-City agreement is being prepared to comply with paragraph 6d(1) PPM 30-4.1.

Maintenance: A State-City agreement is being prepared to comply with Section 116, Title 23 U.S.C.

Note: 1) The project is in Congressional Districts No. 1 and 3.

2) Included in MSD FY'80 AE/TIP page 28, No. 29.

VICTOR ATIYEH
GOVERNOR

# *Department of Transportation*
## HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No :
PRO 6

March 27, 1980

TO: G. L. Green, Division Administrator
Federal Highway Administration

FROM: Original Signed By
D. E. Swan D. E. Swan
Operation Programming Engineer

SUBJECT: Project Change
Item No. 00020
Project No. M-0000(18)
Arterial St. (Portland) Overlay Program
Multnomah County

T.E.

I request approval of a project change as indicated below:

1) Miles: Change to read 25.90.
2) Existing Facility: Add the following - - -

| No. | FAU Route | Street Name | Section | Miles |
|---|---|---|---|---|
| 19 | 9808 | SE Belmont | 60th-69th Aves. | 0.48 |
| 20 | 9796 | SE Clinton | 47th-49th Aves. | 0.10 |
| 21 | 9796 | SE Clinton | 12th-26th Aves. | 0.53 |
| 22 | 9776 | SE Foster Rd. | 82nd-88th Aves. | 0.36 |
| 23 | 9356 | SE Hawthorne | Grand-12th Ave. | 0.34 |
| 24 | 9804 | SE Lincoln | 30th-39th Aves. | 0.60 |
| 25 | 9808 | SE Morrison | 12th-25th Aves. | 0.66 |
| 26 | 9699 | SE 39th Ave. | Holgate-Woodstock | 0.77 |
| 27 | 9699 | SE 39th Ave. | Woodstock-Glenwood | 0.31 |
| 28 | 9847 | SE 60th Ave. | Stark-Lincoln | 0.78 |
| 29 | 9753 | SE 92nd Ave. | Holgate-Woodstock | 0.66 |
| 30 | 9368 | SW Jefferson | Front-6th Ave. | 0.33 |
| 31 | 9395 | SW Sunset Blvd. | Dewitt-Dosch Rd. | 1.10 |
| 32 | 9295 | SW 18th Ave. | W. Burnside-Jefferson | 0.50 |
| 33 | 9311 | NW 21st Ave. | Burnside-Quimby | 0.71 |
| 34 | 9317 | NW 23rd Ave. | Burnside-Vaughn | 0.94 |
| 35 | 9765 | SE Milwaukie | 17th-Powell | 2.52 |

And change the following to read - - - -

| | | | | |
|---|---|---|---|---|
| 13 | | | Sandy-Broadway & Hancock-Knott | 0.59 |

The overall project cost does not require changing at this time.

JLG:bke
cc: Gary Zehner

Form 734-2[illegible]

March 27, 1980

COM 21-2

Mr. G. L. Green
Division Administrator
Federal Highway Administration
Equitable Center, Suite 100
530 Center Street NE
Salem, OR 97301

Dear Mr. Green:

Interstate Transfer Funded Projects
Portland Urbanized Area

Under authority granted to me on February 2, 1979 by Governor Atiyeh, I request your approval to use Interstate Transfer Funds for a highway project in the Portland Urbanized Area. Funds for this project are available from the withdrawal of the Industrial Freeway from the Interstate Highway System under Section 103(e)(4) of Title 23, USC.

I concur that this project is a regional priority and has been developed in conformance with the Region's continuing, cooperative, comprehensive transportation planning process.

Arterial St. (Portland) Overlay Program
Various City Streets on FAU System

I have directed the Project Management Branch of the Highway Division to process this project with your office to obligate the Federal Transfer funds as they are authorized by the Metropolitan Service District.

Sincerely,

[illegible]
Director

cc: Metropolitan Service District

JLG:bke jv
bc: H. S. Coulter
D. H. Moehring
R. N. Bothman

STATE OF OREGON
Department of Transportation
Metropolitan Branch

INTEROFFICE MEMO
Telephone: 238-8231
Date: March 26, 1980

File No: 726-1913

TO: D.H. MOEHRING
Assistant State Highway Engineer
Attn: Gary Zehner

FROM: MAX J. KLOTZ
Metro Technical Services Engineer

SUBJECT: City of Portland Street Overlay Project
Prefix 726-1913

Attached is the letter from the City advising of the funding category to be used for the city's overlay program.

MSD's action approving the funding will be forwarded as soon as we receive it.

js

Attachment

cc: L. David Hill (COP)
C. Pietrok

THE CITY OF
PORTLAND
OREGON

DEPARTMENT OF
PUBLIC WORKS

MIKE LINDBERG
COMMISSIONER

OFFICE OF
PUBLIC WORKS
ADMINISTRATOR

621 S.W. ALDER
PORTLAND, OR 97205

March 24, 1980

MAX KLOTZ
TECHNICAL SERVICES ENGINEER
ODOT METRO
5821 NE GLISAN
PORTLAND OR 97213

Dear Max:

In reference to our conversation concerning the funding of the construction phase of the FAU Overlay project, the source of funds will be the FAU Replacement Contingency for the City of Portland. The amount will be 840$^{k}$ Federal, for a total of about 988$^{k}$. This will allow a project of up to 10 percent over the engineers estimate.

In conversation with Bill Pettis at MSD, it is apparent that the application for funds submitted to MSD during May-June 1979 was not acted upon. We are resubmitting the application today and expect prompt action.

Sincerely,

L. David Hill

L. David Hill, Program Management
Bureau of Street and Structural Engineering

LDH:mjh

TECHNICAL
SERVICES UNIT
2 - 1980

# FAU SYSTEMS RESURFACING

## STREET LISTING

| STREET NAME | MILES | FAU ROUTE |
|---|---|---|
| N. Basin, R/R Tracks - Fathom | 0.45 | 9930 |
| SE 92nd, Holgate - Woodstock | 0.75 | 9753 |
| SE 60th Ave., Stark - Lincoln | 0.88 | 9847 |
| NE 33rd Ave., Sandy - Broadway & Hancock - Knott | 0.59 | 9823 |
| N. Williams Ave., Broadway - Killingsworth | 2.00 | 9957 |
| SE Hawthorne, Grand - 12th Ave. | 0.34 | 9356 |
| SE Foster Road, 82nd - 88th Ave. | 0.36 | 9776 |
| SE 39th Ave., Holgate to Woodstock | 0.77 | 9699 |
| SE 39th Ave., Woodstock - Glenwood | 0.31 | 9699 |
| SW Jefferson, Front - 6th Ave. | 0.36 | 9368 |
| NE 12th Ave., Irving - Sandy Blvd. | 0.34 | 9765 |
| N. Fessenden, Columbia - Portsmouth | 0.58 | 9976 |
| NW 21st Ave., Burnside - Quimby | 0.71 | 9311 |
| SE Lincoln, 30th - 39th | 0.60 | 9804 |
| SE Belmont, 60th - 69th | 0.48 | 9808 |

March 24, 1980

City of Portland
City Hall
Portland, OR 97204

ACR 4

ttention: George Yerkovich
Auditor

MISC. CONTRACTS and
AGREEMENTS No. 7205

Gentlemen:

ttached for your records are two fully executed copies of an agreement covering the arterial street overlay program in the City of Portland.

We have retained a fully executed copy of this agreement for the Transportation Commission's files.

incerely,

Robert L. Ormsen
COMMISSION SERVICE

fkn

tts.

bc Don Harwell (agree. att.)

PRO 6

STATE OF OREGON
HIGHWAY DIVISION

# INTEROFFICE MEMO

TO: H. S. Coulter
State Highway Engineer

DATE: October 23, 1979

FROM: D. E. Swan
Operation Programming Engineer

SUBJECT: Proposed Federal Aid Urban Project

City of Portland is requesting a $82,000 preliminary engineering project to prepare contract documents for constructing overlays on approximately 15 miles of various City arterial streets. City will perform the bulk of the preliminary engineering. In Summary:

| Jurisdiction | Section | Total Est. Cost | Federal Funds | State Share |
|---|---|---|---|---|
| Portland | Arterial Street (Portland) Overlay Program | $82,000 | $72,160 | $4,920 |

Metro and this office investigated the proposed project confirming its validity and financing under the Federal Aid Urban Program. I recommend your approval and request you authorize this project under delegated authority.

APPROVED BY:

H. S. Coulter
State Highway Engineer

Date 10/23/79

GEZ:pf

RECEIVED

Contains Recycled Materials
81-125-1387

SP:75683.125

THE CITY OF
PORTLAND
OREGON

OFFICE OF
CITY AUDITOR
GEORGE YERKOVICH
CITY AUDITOR

1220 S.W. FIFTH AVE.
PORTLAND, OR. 97204

February 11, 1980

PDM PDE TSE SPC
ODOT - METRO
FEB 2 1980
AM. PPS
FILE

Oregon State Dept. of Transportation
Highway Division
5821 N. E. Glisan
Portland, Oregon 97213

Attention: Jon Rose, Regional Federal Aid Engineer

Gentlemen:

Enclosed are quadruplicate copies of contract for preliminary engineering for the Portland Arterial Street Overlay Project as authorized by Ordinance No. 149108.

Will you please have the proper persons sign all four copies which have already been executed by the City officials, and return two copies to the Auditor, Room 202, City Hall, Portland, 97204.

Your prompt attention to this matter will be appreciated.

Yours very truly,

George Yerkovich
Auditor of the City of Portland

MS:dlh
Encls.

From Metro JON ROSE | Date 2/22/80

To BUZ SWAN

(Program Mgmt.) Traffic Region 1

Comments: Here are 4 copies of the subject agreement, signed by City officials and approved by the Metro Administrator. Please forward for further action.

Jon Rose

726-1913

U.S. DEPARTMENT OF TRANSPORTATION · FEDERAL HIGHWAY ADMINISTRATION

# LETTER OF APPROVAL A[illegible]OR AUTHORIZATION

FEDERAL AID PROJECT NO.: M-0000(18)

STATE PROJECT NO.: See below

COUNTY NAME: Multnomah

PROGRAM STAGE (Check): ☐ 1. ☐ 2.

FROM:
G. L. Green
Division Administrator
Salem, Oregon

PROGRAM NO.:

ITEM NO.: 00020

TO:

Mr. H. S. Coulter
State Highway Engineer
Salem, Oregon

| DATE PS & E APPROVED | DATE AUTHORIZATION EFFECTIVE | FEDERAL ROUTE NUMBER / STATE ROUTE NUMBER |
|---|---|---|
| | 11-13-79 | Various FAU Routes / City Streets |

GENERAL LOCATION:
Arterial Street (Portland) Overlay

GENERAL DESCRIPTION OF WORK:
Preliminary Engineering

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

- ☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
- ☐ PRELIMINARY ENGINEERING FOR SURVEY AND PLAN PREPARATION
- ☐ OTHER (Specify)
- ☐ ACQUISITION OF RIGHT-OF-WAY
- ☐ CONSTRUCTION - ADVERTISE FOR RECEIPT OF BIDS
- ☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Swan's letter of 10-31-79 I concur that the subject project is a non-major action as set forth in FHPM 7-7-2 par. 10e. You are now authorized to proceed with the above work at a TEC of $82,000 with federal participation limited to $72,160.

RECEIVED
STATE HWY ENGR
NOV 16 '79
REFER TO
FOR
Info | Invest | R/W | B&R | Sig | Hist | Eng

| DATE | SIGNATURE OF APPROVING OFFICIAL | TITLE |
|---|---|---|
| 11-13-79 | H K Hansen | for Division Administrator |

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR 1240 (REV 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1976—626-787

REPORT OF ACTION UNDER DELEGATED AUTHORITY

BY STATE HIGHWAY ENGINEER

On behalf of the Commission and under authority delegated to me to approve and execute the necessary agreements covering Local Government Projects (FAS-C, FAUS, SOS and FAIX), I approved the following:

| Section & Jurisdiction | Estimated Total Cost | Federal Funds | State Share | Local Govt. Funds | Approval Date |
|---|---|---|---|---|---|
| FAS-C PROJECTS | | | | | |
| Jordan Valley-Idaho State Line Section, Broadhurst Lane, FAS-B482 Malheur County | $ 150,000 | $132,000 | $ 9,000 | $ 9,000 | 10-16-79 |
| FAU PROJECTS | | | | | |
| Kings Hwy.-Jasper Street, Stewart Avenue, FAU 2420 Medford | 255,200 | 224,580 | 15,310 | 15,310 | 10-22-79 |
| Arterial Street Overlay Program Portland | 82,000 | 72,160 | 4,920 | 4,920 | 10-23-79 |
| UPRR Crossing-LaGrande/ Baker Highway, Pocahontas Road, FAU 4950 Baker | 64,300 | 52,730 | 5,785 | 5,785 | 10-23-79 |
| Oak Street-Williamson Way, Hersey Street, FAU 3920 Ashland | 440,000 | 387,200 | 26,400 | 26,400 | 10-24-79 |
| Airport Road-Vaughn Lane, South Main Road, FAU 5425 Lebanon | 1,629,000 | 452,700 | 49,650 | 49,650 | 10-26-79 |
| Newmark Avenue-Ocean Blvd. Wallace Street, FAU 2741 Coos Bay | 127,000 | 111,760 | 7,620 | 7,620 | 10-29-79 |
| FAIX PROJECTS | | | | | |
| Salem Parkway and Corollary Projects Salem | 1,304,000 | 1,108,400 | None | 195,600 | 11-6-79 |

November 7, 1979

H. S. Coulter
State Highway Engineer

VICTOR ATIYEH
GOVERNOR

# Department of Transportation
## HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

October 31, 1979

In Reply Refer to
File No.: PRO 6-2

TO G. L. Green, Division Administrator
Federal Highway Administration

Original Signed By
D. E. Swan

FROM D. E. Swan
Operation Programming Engineer

SUBJECT Project Data Submission
Item No. 00020
Project No. M-0000(18)
Arterial St. (Portland)
Overlay Program
Multnomah County

Attached support data consists of PR-1 forms, project maps and a copy of the Authority for Survey.

I request the following:

1) Concurrence that the project falls in the classification of nonmajor action as set forth in FHPM 7-7-2, par. 10e.

2) Authorization to proceed with all phases of preliminary engineering necessary to obtain PS&E approval at an estimated total cost of $82,000 with obligation of $72,160 in Federal funds.

JLG:dmc
Attachments
cc: R. N. Bothman, Metro
Max Klotz, Metro
Jon Rose, Metro
Ed Hardt, Reg. 1
Gary Zehner, w/att.

Form 734-3122

N H

Budget Bureau No. 41-R20

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO W. O.

FORM PR-1 (REV. 4-61)

October 31, 1979

# FEDERAL-AID PROGRAM DATA

*(PPM 21-1)*

| | REPORT NUMBER | PROJECT LOCATION *(45 typewriter spaces)* | | PRESENT | FUTURE | YEAR | REGION | STATE NAME |
|---|---|---|---|---|---|---|---|---|
| CARD 2 | (19) (20) | City Wide (Portland) 21 65 | **ADT** | N/A | --- (66) (70) | --- (71) (72) | 10 | Oregon |

| | CHARACTER OF PROPOSED WORK *(35 typewriter spaces)* | NATL. FOREST | FH ROUTE NO. | SUPV AGCY | DA CLASSIF. | DA AREA | EMERG. YR. | PL. AUTH YR | PROJECT NUMBER PREFIX LETTER(S) | NUMBER |
|---|---|---|---|---|---|---|---|---|---|---|
| CARD 3 | Preliminary Engineering 28 62 | (63) (65) | (66) (68) | (69) | (70) | (71) | (72) (73) | (74) (75) | M - 14 23 | 0000 7 |

| | CLASS OF FEDERAL FUNDS | COUNTY NAME | |
|---|---|---|---|
| CARD | Urban System | Multnomah | |
| | NAME OF URBAN AREA 17-31 Portland | ROUTE NO. U | FEDERAL-AID Various * (32) STATE Streets* (36) (37) U.S. --- |

| CARD 5 | LINE NO. | CHANGE CODE | PROJECT CODE | WORK CLASS | WORK TYPE | STEP | TERMINI *(Full description)* | MILES | TOTAL ESTIMATED COST | FEDERAL FUNDS 88.15 | STATE FUNDS | OTHER FUNDS |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | (14-15) | (16) | 41 | 42 | 43 46 | 53 | | (54) (58) | (59) (66) | (67) (76) | | |
| 5 | | | | | **PE** | | | 15.04* | 82,000 | 72,160 | 4,920 | 4,920 |
| 5 | | | | | **ROW** | | | | | | | |
| 5 | | | | | **CONST** (CODE) | | "Arterial St. (Portland) Overlay Program" | | (817,000) | | | |
| | | | | | | | | 15.04* | 82,000 | 72,160 | 4,920 | 4,920 |

| CARD 1 | CODE 1 | PREPARED BY | PROJECT TOTALS |
|---|---|---|---|
| 1 | 14 | JLG | (16) (23) (24) (33) |

PROGRAM APPROVAL DATES 10-4-79

REMARKS

* See "Existing Facility" on back.

over

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

FORM PR-1 (REV. 4-61)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

# FEDERAL-AID PROGRAM DATA

(PPM 21-1)

October 31, 1979

| CT LOCATION (45 typewriter spaces) | | PRESENT | FUTURE | YEAR | REGION | STATE NAME | STATE CODE | APPN CODE | ITEM NO. |
|---|---|---|---|---|---|---|---|---|---|
| Wide (Portland) | ADT | N/A | --- | --- | 10 | Oregon | 41 | W36 | 00020 |
| 68 | | (66) | (70) | (71) (72) | | | (2) (3) | (4) (9) | (14) (18) |

| ORK (35 typewriter | NATL. FOREST | FH ROUTE NO. | SUPV AGCY | DA CLASSIF. | DA AREA | EMERG. YR. | PL. AUTH YR | PROJECT NUMBER | | | T. Projects Only | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | | | | PREFIX LETTER(S) | NUMBER | SEQ. NO. | POST MI. | DESIG. |
| neering | | | | | | | | M - | 0000 | (18) | | |
| 62 | (63) (65) | (66) (69) | (69) | (70) | (71) | (72) (73) | (74) (75) | 14 23 | 7 13 | | (24) (26) | 27 |

COUNTY NAME: Multnomah — CODE: 051 (14) (16)

PROGRAM STAGE: ___ 1 OR ___ 2

ROUTE NO.: U — FEDERAL-AID: Various * (32) — STATE: Streets* (36) (37) — U.S.: --- (41)

| ORK TYPE | STEP | TERMINI (Full description) | MILES | ESTIMATED PROJECT COST BY PHASES: TOTAL ESTIMATED COST | FEDERAL FUNDS 88.15 | STATE FUNDS | OTHER FUNDS | CHARACTER OF PROPOSED WORK (Full description) |
|---|---|---|---|---|---|---|---|---|
| 46 | 53 | | (54) (58) | (59) (66) | (67) (76) | | | |
| | | | 15.04* | 82,000 | 72,160 | 4,920 | 4,920 | |
| W | | | | | | | | |
| NST (DE) | | "Arterial St. (Portland) Overlay Program" | | | | | | ROW - 40' min; Access Control-none; Parking Restrictions- Partial |
| | | | | (817,000) | | | | |
| JLG | | PROJECT TOTALS | 15.04* | 82,000 | 72,160 | 4,920 | 4,920 | |
| | | | | (16) (23) | (24) (33) | | | |

VAL DATES 10-4-79

REMARKS

* See "Existing Facility" on back.

over

USCOMM DUSCOMM-DC 48905-P

Arterial St. (Portland) Overlay Program
Project No. M-0000(18)

Existing Facility: 20' to 60' asph. surf. streets with 10' to 12' travel lanes and parking on most streets. Almost all streets in this project are curbed with sidewalks.

NOTE: 1) The
2) Inc
on

| No. | FAU ROUTE | STREET NAME | SECTION | MILES |
|---|---|---|---|---|
| 1 | 9932 | N Alberta | Michigan Interstate | 0.27 |
| 2 | 9930 | N Basin | RR Track-Fathom | 0.60 |
| 3 | 9976 | N Fessenden | Columbia-Portsmouth | 0.81 |
| 4 | 9956 | N Lombard | St. Johns-City Limits | 0.76 |
| 5 | 9960 | N Vancouver Way | Union-Gertz Rd. | 0.28 |
| 6 | 9957 | N Williams Ave. | Broadway-Killingsworth | 1.93 |
| 7 | 9950 | N Willamette Blvd. | Portsmouth-Portland Blvd. | 1.63 |
| 8 | 9950 | NE Ainsworth | Grand Ave.-33rd Ave. | 1.46 |
| 9 | 9822 | E Burnside St. | 47th-67th Aves. | 0.99 |
| 10 | 9952 | NE Dekum | Union-33rd Ave. | 1.40 |
| 11 | 9765 | NE 12th Ave. | Irving-Sandy Blvd. | 0.50 |
| 12 | 9903 | NE 15th Ave. | Shaver-#4337 | 0.21 |
| 13 | 9823 | NE 33rd Ave. | Knott-Peerless Pl. | 1.42 |
| 14 | 9699 | NE 42nd Ave. | Killingsworth-Fremont | 1.02 |
| 15 | 9837 | NE 47th Ave. | Sandy-Glisan | 0.90 |
| 16 | 9837 | NE 47th Ave. | Everett-Burnside | 0.30 |
| 17 | 9818 | SE Ankeny | Union-Grand | 0.05 |
| 18 | 9808 | SE Belmont | 49th-60th Aves. | 0.51 |

Project Data: The work consists of all phases of preliminary engineering for future overlays on existing city arterial streets (listed above) with selective base and surface repair prior to overlayment.

Right-of-Way: No additional required.

System Action, Water Developments, Airports, Railroads, Historical and Recreational Areas: None involved.

FHPM 7-7-2 Requirements: Nonmajor action project under par. 10e.

FHPM 4-1-4 Requirements:
a) State Clearinghouse - A-95 review exempt.
b) Dist. 2 Clearinghouse - Satisfied by inclusion in MSD TIP.

FHPM 7-7-5 Requirements:
a) Public Hearings - Not required under Oregon Action Plan.
b) Location/Design - Not a factor in the development of this project.

2' travel
roject

NOTE: 1) The project is in Congressional District No. 1 and 3.
2) Included in August 1979 final draft of MSD FY 80 TIP/AE on pg. 6 as number 30.

| MILES |
|---|
| 0.27 |
| 0.60 |
| 0.81 |
| 0.76 |
| 0.28 |
| 1.93 |
| 1.63 |
| 1.46 |
| 0.99 |
| 1.40 |
| 0.50 |
| 0.21 |
| 1.42 |
| 1.02 |
| 0.90 |
| 0.30 |
| 0.05 |
| 0.51 |

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79-40

STATE OF OREGON

INTEROFFICE MEMO

METRO TECHNICAL SERVICES
DEPT.

238-8386
TELEPHONE

TO: THE FILE

DATE: October 25, 1979

FROM: EARL MERSHON 238-8386
Metro Tech. Svs. Staff Assistant

SUBJECT: Arterial Streets Overlay Program
City of Portland
Multnomah County

I called Buz Swan on October 22 to ask that the preliminary engineering for the subject project be programmed using FAU funds instead of I-505 Transfer funds as we originally requested. Metro submitted the program packet for this project on June 27, 1979.

This change of funding is at the City's request as per the attached correspondence. MSD approved this action with Resolution 79-63, dated July 26, 1979. Construction on this project will be programmed later using I-505 Transfer funds.

Buz Swan said that he would go ahead and submit the PE programming documents to FHWA. No further action is required by Metro.

js

Attachments

cc: D.E. Swan
M.J. Klotz
T.A. Spence
J.R. Rose

THE CITY OF
PORTLAND
OREGON

DEPARTMENT OF
PUBLIC WORKS

CONNIE McCREADY
COMMISSIONER

OFFICE OF
PUBLIC WORKS
ADMINISTRATOR

400 S.W. SIXTH AVE.
PORTLAND, OR. 97204

October 10, 1979

MAX KLOTZ
ODOT METRO
5821 NE GLISAN
PORTLAND OR 97213

Dear Max:

This letter is a request that funding on the PE portion of the City of Portland project application be switched to FAU from I-505. The reason that this is being done is so that we can go ahead and get approval to begin PE prior to the I-505 withdrawal approval, then fund actual construction with I-505 monies and begin the project earlier than would be allowed using only I-505 funds.

Please find attached material from METRO (MSD) indicating that the money has been approved for PE from FAU funds. Please call if you have any comments or questions.

Sincerely,

L. David Hill

L. David Hill, Program Management
Bureau of Street & Structural Engineering
(Telephone: 248-4643)

LDH:lr

Attachment

BEFORE THE COUNCIL OF THE
METROPOLITAN SERVICE DISTRICT

| | | |
|---|---|---|
| FOR THE PURPOSE OF AMENDING THE TRANSPORTATION IMPROVEMENT PROGRAM AND ITS ANNUAL ELEMENT TO INCLUDE A NEW CITY OF PORTLAND FAU PROJECT | ) | Resolution No. 79-63<br><br>Requested by<br>Rick Gustafson |

WHEREAS, CRAG Resolution BD 780805 adopted the Transportation Improvement Program (TIP) and its Annual Element; and

WHEREAS, CRAG Resolution BD 781213 transferred a portion of Federal Aid Urban monies outside the Portland metropolitan area, thereby, resulting in a limitation of FAU funds available for obligation; and

WHEREAS, In Resolution No. 79-25, MSD prioritized projects to receive FAU funds dedicated to the City of Portland including the establishment of a City FAU Reserve; and

WHEREAS, It appears the City FAU Reserve funds exceed $246,000, once an erroneous obligation is corrected, thus allowing funding for a new project; and

WHEREAS, The City of Portland has requested that a new project be initiated in FY 1979 using FAU funds, namely;

Preliminary engineering for selected FAU projects

City Overlays - $72,160 (Federal); and

WHEREAS, The Transportation Policy Alternatives Committee has reviewed and concurs with this request and its systems report (Exhibit A); now, therefore,

BE IT RESOLVED,

1. That the TIP and its Annual Element be amended to include the project and amounts set forth in Exhibit B.

2. That the amendment be made an integral part of the

TIP and its Annual Element and hereby receives affirmative A-95 preview.

3. That the TSME be amended to include the project.

ADOPTED by the Council of the Metropolitan Service District this 26th day of July, 1979.

Presiding Officer

/gl
4331A
0033A

EXHIBIT A

SYSTEMS REPORT

Project Objectives: To correct deficient surfaces on selected FAU routes by overlaying to full width, including any base repair as required on a priority basis.

Degree to Which Project Meets Objectives: This project will overlay approximately 14-18 miles of heavily used roadway each year.

Impact of the Project on Overall Regional Transportation System: This project will not alter travel patterns or markedly change travel times. It will, however, result in substantially lower maintenance costs, increased driving comfort, and safety because of an improved pavement surface.

Streets being considered for resurfacing by contract

| NO. | STREET NAME | MILES | FAU ROUTE |
|---|---|---|---|
| 1. | N Alberta, Michigan-Interstate | 0.27 | 9932 |
| 2. | N Basin, RR Track-Fathom | 0.60 | 9930 |
| 3. | N Fessenden, Columbia-Portsmouth | 0.81 | 9976 |
| 4. | N Lombard, St. Johns-City Limits | 0.76 | 9956 |
| 5. | N Vancouver Way, Union-Gertz Rd. | 0.28 | 9960 |
| 6. | N Williams Ave., Broadway-Killingsworth | 1.93 | 9957 |
| 7. | N Williamette Blvd., Portsmouth-Portland Blvd. | 1.63 | 9950 |
| 8. | NE Ainsworth, Grand Ave.-33rd Ave. | 1.46 | 9950 |
| 9. | E. Burnside St., 47th-67th Aves. | 0.99 | 9822 |
| 10. | N Dekum, Union-33rd Ave. | 1.40 | 9952 |
| 11. | NE 12th Ave., Irving-Sandy Blvd. | 0.50 | 9765 |
| 12. | NE 15th Ave., Shaver-#4337 | 0.21 | 9903 |
| 13. | NE 33rd Ave., Knott-Peerless Pl. | 1.42 | 9823 |
| 14. | NE 42nd Ave., Killingsworth-Fremont | 1.02 | 9699 |
| 15. | NE 47th Ave., Sandy-Glisan | 0.90 | 9837 |
| 16. | NE 47th Ave., Everett-Burnside | 0.30 | 9837 |
| 17. | SE Ankeny, Union-Grand | 0.05 | 9818 |
| 18. | SE Belmont, 49th-60th Aves. | 0.51 | 9808 |
| 19. | SE Belmont, 60th-69th Aves. | 0.48 | 9808 |
| 20. | SE Clinton, 47th-49th Aves. | 0.10 | 9796 |
| 21. | SE Clinton, 12th-26th Aves. | 0.53 | 9796 |
| 22. | SE Foster Rd., 82nd-88th Aves. | 0.36 | 9776 |
| 23. | SE Hawthrone, Grand-12th Ave. | 0.34 | 9356 |
| 24. | SE Lincoln, 30th-39th Aves. | 0.60 | 9804 |
| 25. | SE Morrison, 12th-25th Aves. | 0.66 | 9808 |
| 26. | SE 39th Ave., Holgate-Woodstock | 0.77 | 9699 |
| 27. | SE 39th Ave., Woodstock-Glenwood | 0.31 | 9699 |
| 28. | SE 60th Ave., Stark-Lincoln | 0.78 | 9847 |
| 29. | SE 92nd Ave., Holgate-Woodstock | 0.66 | 9753 |
| 30. | SW Jefferson, Front-6th Ave. | 0.33 | 9368 |
| 31. | SW Sunset Blvd., Dewitt-Dosch Rd. | 1.10 | 9395 |
| 32. | SW 18th Ave., W. Burnside-Jefferson | 0.50 | 9295 |
| 33. | NW 21st Ave., Burnside-Quimby | 0.71 | 9311 |
| 34. | NW 23rd Ave., Burnside-Vaughn | 0.94 | 9317 |
| 35. | SE Milwaukie, 17th-Powell | 2.52 | 9765 |
| | TOTAL | 26.73 | |

# CITY OF PORTLAND STREETS BEING CONSIDERED FOR RESURFACING BY CONTRACT

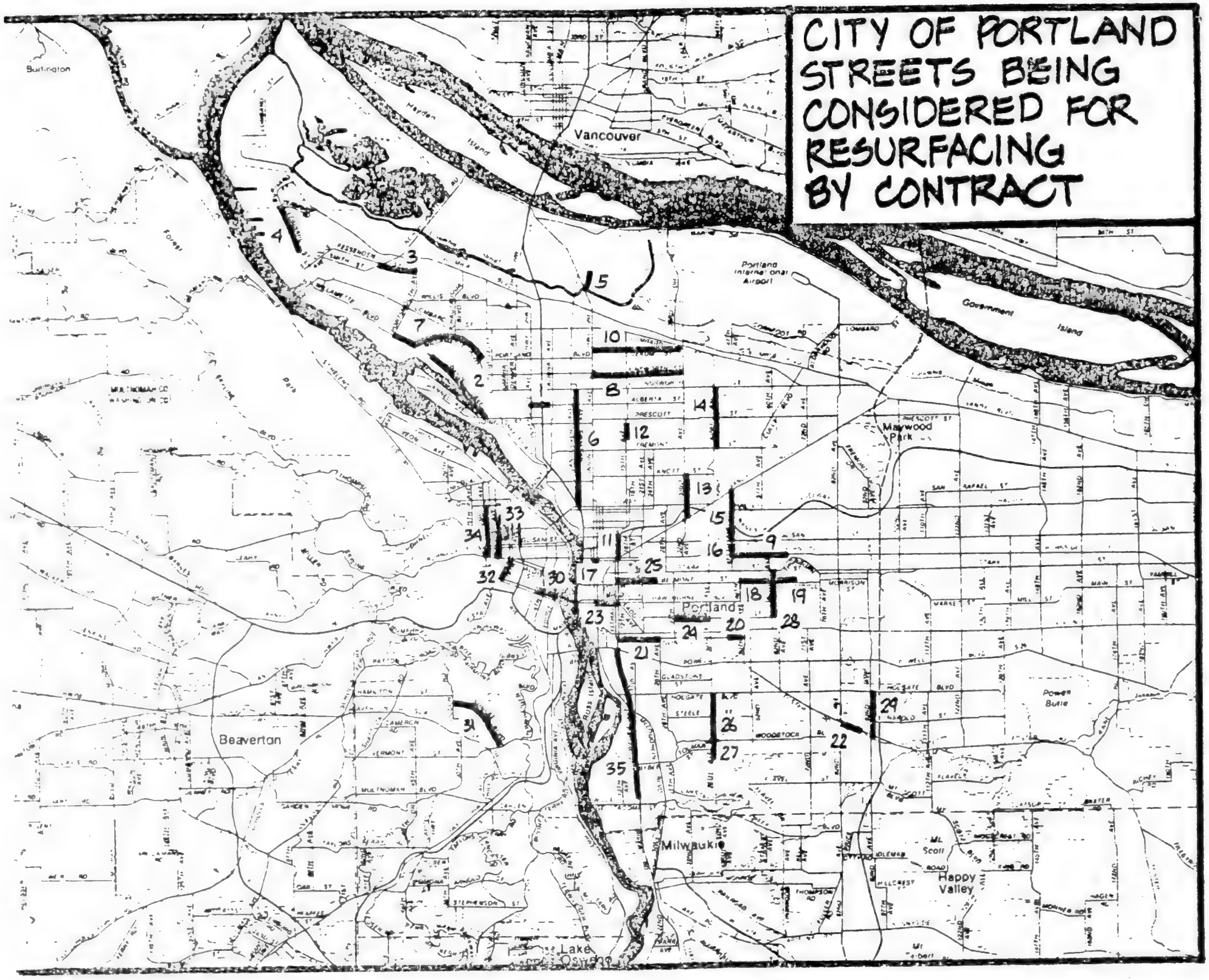


Exhibit B

# PROJECT INFORMATION FORM - TRANSPORTATION IMPROVEMENT PROGRAM

PORTLAND—VANCOUVER METROPOLITAN AREA

**PROJECT DESCRIPTION**

RESPONSIBILITY (AGENCY) City of Portland
LIMITS 35 city streets (FAU) LENGTH 26.73 mi
DESCRIPTION Conduct preliminary engineering to define nature and extent of overlays on selected city streets. PE to use FAU funds, overlays to use I-505 funds when available.

PROJECT NAME PE-Selected FAU City Overlays
ID No various
APPLICANT City of Portland

**SCHEDULE**

TO ODOT 8/79
PE OK'D 8/79 EIS OK'D n/a
CAT'Y 3NM BID LET
HEARING n/a COMPL'T

RELATIONSHIP TO ADOPTED TRANSPORTATION PLAN
LONG RANGE ELEMENT ____ TSM ELEMENT X

**FUNDING PLAN BY FISCAL YEAR ($000)**

| | FY 78 | FY 79 | FY 80 | FY 81 | FY 82 | TOTAL |
|---|---|---|---|---|---|---|
| TOTAL | | 82 | | | | 82 |
| FEDERAL | | 72 | | | | 72 |
| STATE | | 5 | | | | 5 |
| LOCAL | | 5 | | | | 5 |
| | | | | | | |
| | | | | | | |
| | | | | | | |

**APPLICANT'S ESTIMATE OF TOTAL PROJECT COST**

| | |
|---|---|
| *PRELIM ENGINEERING* | $ 82,000 |
| *CONSTRUCTION* | |
| *RIGHT OF WAY* | |
| *TRAFFIC CONTROL* | |
| *ILLUMIN, SIGNS, LANDSCAPING, ETC* | |
| *STRUCTURES* | |
| *RAILROAD CROSSINGS* | |
| *TOTAL* | $ 82,000 |

new 7/79

**LOCATION MAP**

SEE ATTACHED LOCATION MAP

**SOURCE OF FUNDS (%)**

FEDERAL
*FAUS (PORTLAND)* 88
*FAUS (OREGON REGION)*
*FAUS (WASH REGION)*
*UMTA CAPITAL* ____ *UMTA OPRTG*
*INTERSTATE*
*FED AID PRIMARY*
*INTERSTATE SUBSTITUTION*

NON FEDERAL
*STATE* 6 *LOCAL* 6

STATE OF OREGON

INTEROFFICE MEMO

METRO TECHNICAL SERVICES — DEPT.

238-8231 — TELEPHONE

TO: D.H. MOEHRING Attn: D.E. Swan
Ass't State Highway Engineer

DATE: June 27, 1979

FROM: MAX J. KLOTZ
Metro Technical Services Engineer

SUBJECT: Arterial Street Overlay Program
City of Portland
Multnomah County
Planning File 79-40

1980 TIP
ITEM #30 72,160
PE FAU
79-63

Here is our programming packet on the subject project. Included are:

project request
authority for survey
location prospectus
agreement information sheet

To Terpin 7/3/79

This project is covered by the statewide assessment.

This is an FAU replacement project which will be funded by the I-505 transfer. This project will be included in the FY 80 MSD TIP.

Please program $82,000 for preliminary engineering when the I-505 withdrawal is approved. Our intent in sending you the packet now is that all steps prior to obligating funds with FHWA can now be accomplished prior to the withdrawal.

js

Attachments

cc: F.L. Terpin
Metro Technical Services Units

FEDERAL AID PROJECT REQUEST

Date May 24, 1979

Applicant Agency City of Portland

Request for: Off-System____, FAS-C____, FAUS____ Project 103.e(4)

Federal Aid Route No.____ Route Name____

Project Name Arterial Street Overlay Program

Project Length 15 miles Project Location (Attach sketch map)

Project Description Construct overlays on existing City arterial streets with selective base and surface repair as needed ahead of overlaying operations

Average Daily Traffic to 20,000 ADT Design Speed 15 to 45 MPH

Complete Applicable Sections:

I. ROADWAY DATA

1. Existing Roadway: (Attach sketch)

Width 28 to 60 ft. Travel Lanes 10 to 12 ft. Shoulders none
Medians 1.5 mi. Parking Yes, on most streets
Sidewalks Yes, throughout most of project.
Remarks Almost all streets in this project are curbed with sidewalks and have parking allowed on street.

2. Desired Roadway Cross Section: (Attach sketch) Same as 1.

Width____ Travel Lanes____ Shoulders____
Medians____ Parking____
Curbed____ Length Curb Radii____
Sidewalk/Bikeway____
Remarks Surface and base structural repairs may be required ahead of resurfacing.

II. RIGHT-OF-WAY DATA

1. Existing Right-of-Way:

General Width 60 Minimum 40 ± Maximum 100 +

2. Has right-of-way been acquired for this project subsequent to January 2, 1971?
Yes____ No X

3. Will additional right-of-way be needed? Yes____ No X
If answer is "yes," will cost of right-of-way be subject to Federal reimbursement? Yes____ No X
Remarks____

III. TRAFFIC CONTROL DATA

1. Existing Signalization and Location:

Signalization will remain the same.

2. Proposed Signalization: NA

Location _____

Type _____
Phases _____
Type of Suspension _____
Interconnected _____
Remarks _____

3. Permanent Signing: NA

Include in project or by applicant? _____

4. Permanent Striping:

Include in project or by applicant? Included in project

IV. ILLUMINATION DATA

1. Existing Illumination and Location:

Illumination will remain the same.

2. Proposed Illumination: NA

Location _____
Type _____

Remarks _____

V. STRUCTURE DATA

1. Existing Structure: NA

Location _____
Type _____
Approach Roadway Width _____ Shoulder Width _____
Length _____ Width _____
To remain in place? _____

2. Proposed Structure: NA

Location _____

Approximate Size: Length _____ Width _____

Are sidewalk/bikeways desired: _____

Are any utilities to be attached to structure? _____

Are provisions for illumination desired? _____

Are there any unusual or complicating conditions? _____

Remarks _____

## VI. RAILROAD DATA

1. Are there any railroad crossings? Yes _____ No X

   Name of Railroad _____
   Existing Crossing Protection _____

2. Will existing railroad crossing be altered? NO

   Remarks _____

## VII. ACTION PLAN REQUIREMENTS

During project development for Category 1, 2, and 3 projects, the city or county shall perform and document responsibilities as found indexed in the Oregon Action Plan, particularly Citizen Involvement and Participation; Environmental Aspects; and Public Hearing Requirements.

The OSHD Region Engineer will provide assistance, liaison and monitoring for these activities.

Responsible local office and party to be contacted for the following activities:

| | | |
|---|---|---|
| 1. | Citizen Involvement | Dave Hill - City of Portland - Public Works Office |
| 2. | Environmental | 400 S. W. 6th Avenue Office |
| 3. | Public Hearing | Portland, Oregon 97204 Office |

Remarks _____

## VIII. GENERAL INFORMATION

1. Project preliminary engineering to be performed by:

   Applicant X State _____ Consultant _____

2. Project construction engineering to be performed by:

Applicant X State_____ Consultant_____

3. Will applicant perform any work prior to or after award of contract?
Yes X No_____
If "yes," describe briefly: Utility adjustments (i.e. raising manhole rims vaults and boxes to new pavement surface) may be done by either City or contractor, construction inspection will be by City.

4. Applicant's estimate of cost for requested project:

| | |
|---|---|
| Roadway Work | $ 817,000 |
| Right-of-way costs (if participating) | |
| Traffic control | |
| Illumination | |
| Structures | |
| Railroad | |
| Other_____ | |
| Preliminary engineering | 82,000 |
| PROJECT TOTAL | $ 899,000 |

Remarks_____

THIS APPLICATION IS AN OFFICIAL REQUEST FROM:

CITY OF Portland and/or _____ COUNTY

By John M Lang

By John M. Lang

By_____

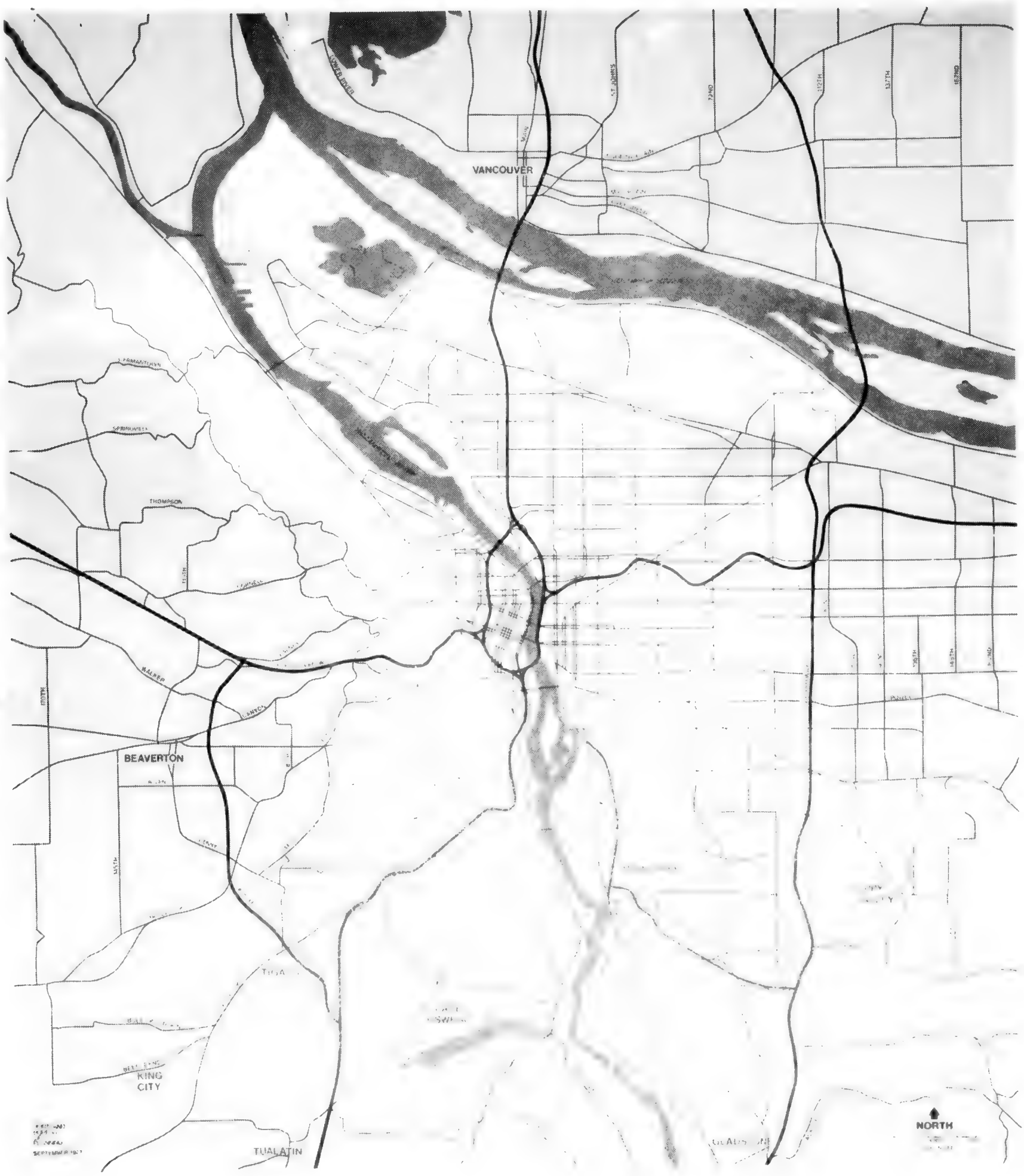
By_____

By_____

Streets being considered for resurfacing by contract

| NO. | STREET NAME | MILES | FAU ROUTE |
|---|---|---|---|
| 1. | N Alberta, Michigan-Interstate | 0.27 | 9932 |
| ×2. | N Basin, RR Track-Fathom | 0.60 | 9930 |
| ×3. | N Fessenden, Columbia-Portsmouth | 0.81 | 9976 |
| 4. | N Lombard, St. Johns-City Limits | 0.76 | 9956 |
| 5. | N Vancouver Way, Union-Gertz Rd. | 0.28 | 9960 |
| ×6. | N Williams Ave., Broadway-Killingsworth | 1.93 | 9957 |
| 7. | N Williamette Blvd., Portsmouth-Portland Blvd. | 1.63 | 9950 |
| 8. | NE Ainsworth, Grand Ave.-33rd Ave. | 1.46 | 9950 |
| 9. | E. Burnside St., 47th-67th Aves. | 0.99 | 9822 |
| 10. | NEDekum, Union-33rd Ave. | 1.40 | 9952 |
| ×11. | NE 12th Ave., Irving-Sandy Blvd. | 0.50 | 9765 |
| 12. | NE 15th Ave., Shaver-#4337 | 0.21 | 9903 |
| ×13. | NE 33rd Ave., Knott-Peerless Pl. SANDY-BROADWAY HANCOCK-KNOTT | ~~1.42~~ 0.54 | 9823 |
| 14. | NE 42nd Ave., Killingsworth-Fremont | 1.02 | 9699 |
| 15. | NE 47th Ave., Sandy-Glisan | 0.90 | 9837 |
| 16. | NE 47th Ave., Everett-Burnside | 0.30 | 9837 |
| 17. | SE Ankeny, Union-Grand | 0.05 | 9818 |
| 18. | SE Belmont, 49th-60th Aves. | 0.51 | 9808 |
| ×19. | SE Belmont, 60th-69th Aves. | 0.48 | 9808 |
| 20. | SE Clinton, 47th-49th Aves. | 0.10 | 9796 |
| 21. | SE Clinton, 12th-26th Aves. | 0.53 | 9796 |
| ×22. | SE Foster Rd., 82nd-88th Aves. | 0.36 | 9776 |
| ×23. | SE Hawthrone, Grand-12th Ave. | 0.34 | 9356 |
| ×24. | SE Lincoln, 30th-39th Aves. | 0.60 | 9804 |
| 25. | SE Morrison, 12th-25th Aves. | 0.66 | 9808 |
| ×26. | SE 39th Ave., Holgate-Woodstock | 0.77 | 9699 |
| ×27. | SE 39th Ave., Woodstock-Glenwood | 0.31 | 9699 |
| ×28. | SE 60th Ave., Stark-Lincoln | 0.78 | 9847 |
| ×29. | SE 92nd Ave., Holgate-Woodstock | 0.66 | 9753 |
| ×30. | SW Jefferson, Front-6th Ave. | 0.33 | 9368 |
| 31. | SW Sunset Blvd., Dewitt-Dosch Rd. | 1.10 | 9395 |
| 32. | SW 18th Ave., W. Burnside-Jefferson | 0.50 | 9295 |
| ×33. | NW 21st Ave., Burnside-Quimby | 0.71 | 9311 |
| 34. | NW 23rd Ave., Burnside-Vaughn | 0.94 | 9317 |
| 35. | SE Milwaukie, 17th-Powell | 2.52 | 9765 |
| | TOTAL | 26.73 | |

Streets to be resurfaced.
15.04 mi.


VANCOUVER
THOMPSON
BEAVERTON
KING CITY
TUALATIN
NORTH

# LOCATION PROSPECTUS

OTE: SHADED AREAS TO BE COMPLETED IN SALEM OFFICE

OREGON DEPARTMENT OF TRANSPORTATION
LOCATION UNIT

DATE: 6-18-79

PREFIX:

## - IDENTIFICATION

ROJECT NAME: Arterial Street Overlay Program

HIGHWAY NAME: Portland Arterial Streets

HIGHWAY NUMBER:

| REGION | ADMINISTRATIVE DISTRICT | COUNTY | CITY |
|---|---|---|---|
| 1 | | Multnomah | Portland |

| LENGTH | MILEPOST NUMBER | | |
|---|---|---|---|
| 15 Mi. | | TO | ☐ RURAL ☒ URBAN |

LOCAL GOVERNMENT PROJECT? ☒ YES ☐ NO

IF YES, UNIT OF GOVERNMENT: City of Portland

TYPE OF FUNDS: ☐ FAI ☐ FAP ☐ FAS ☐ STATE ☐ FAUS ☒ OTHER e(4) funds

METHOD OF CONSTRUCTION: ☒ CONTRACT ☐ STATE FORCE ☐ OTHER

TYPE OF WORK: ☐ GRADING ☒ PAVING ☐ STRUCTURE ☐ SIGN ☐ SIGNAL ☐ ILLUMINATION ☐ ROADSIDE IMPROVEMENT ☐ OTHER

PROJECT DESCRIPTION

A.C. overlays on existing city arterial streets.

Selective base and surface repairs are needed prior to resurfacing.

See the attached priority list of streets to be resurfaced.

## 2 - TRAFFIC DATA

| EXISTING AVERAGE DAILY TRAFFIC (YEAR-VOLUME) | PROJECTED AVERAGE DAILY TRAFFIC (YEAR-VOLUME) |
|---|---|
| | |

| LEVEL OF SERVICE | | A | B | C | D | E | F |
|---|---|---|---|---|---|---|---|
| | EXISTING | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ |
| | PROPOSED | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ |

| DESIGN SPEED (MPH) | DESIGN STANDARDS | TRAFFIC ANALYSIS |
|---|---|---|
| | | ☐ LIGHT ☐ MEDIUM ☐ HEAVY |

| FEATURES | EXISTIN NUMBER AND WIDTH | POSED NUMBER AND WIDTH |
|---|---|---|
| TRAVEL LANES | Varies, 2-4 | |
| SHOULDERS | | |
| MEDIANS | | |
| PARKING LANES | | |
| SIDEWALKS | | |
| BIKEWAYS | | |
| INTERCHANGES | | |
| OTHER: | | |

| | YES | NO | MAYBE |
|---|---|---|---|
| Channelization | ☐ | ☒ | ☐ |
| Frontage Roads | ☐ | ☒ | ☐ |
| Traffic Signals | ☐ | ☒ | ☐ |
| Signing | ☐ | ☒ | ☐ |
| Illumination | ☐ | ☒ | ☐ |
| Structures | ☐ | ☒ | ☐ |
| Stage Construction | ☐ | ☒ | ☐ |
| Pedestrian Crossing | ☐ | ☒ | ☐ |
| Rest Area | ☐ | ☒ | ☐ |
| Truck Scale Site | ☐ | ☒ | ☐ |
| Landscaping | ☐ | ☒ | ☐ |
| Drainage | ☐ | ☒ | ☐ |
| River _____ | ☐ | ☒ | ☐ |
| Stream _____ | ☐ | ☒ | ☐ |
| Storm Sewer | ☐ | ☒ | ☐ |
| Sanitary Sewer | ☐ | ☒ | ☐ |
| Right of Way | ☐ | ☒ | ☐ |
| Simple Acquisition | ☐ | ☒ | ☐ |
| Complex Acquisition | ☐ | ☒ | ☐ |
| Relocations | ☐ | ☒ | ☐ |

| | YES | NO | MAYB |
|---|---|---|---|
| Right of Way (cont.) Improvements | ☐ | ☒ | ☐ |
| Access Control | ☐ | ☒ | ☐ |
| Railroad Crossing | ☐ | ☒ | ☐ |
| At Grade | ☐ | ☒ | ☐ |
| Separated | ☐ | ☒ | ☐ |
| Railroad Encroachment | ☐ | ☒ | ☐ |
| Permits | ☐ | ☒ | ☐ |
| Conditional Use | ☐ | ☒ | ☐ |
| Flood Plain | ☐ | ☒ | ☐ |
| Irrigation District | ☐ | ☒ | ☐ |
| Water D rict | ☐ | ☒ | ☐ |
| Drainage District | ☐ | ☒ | ☐ |
| Div. of State Lands | ☐ | ☒ | ☐ |
| Dept. of Geology & Min. Ind. | ☐ | ☒ | ☐ |
| Corps of Engineers | ☐ | ☒ | ☐ |
| Coast Guard | ☐ | ☒ | ☐ |
| DEQ NPS Air Pollution | ☐ | ☒ | ☐ |
| DEQ NPS Water Pollution | ☐ | ☒ | ☐ |
| Building | ☐ | ☒ | ☐ |
| Fish & Wildlife Approval | ☐ | ☒ | ☐ |

## 3 - FEATURES (cont.)

| | YES | NO | MAYBE | | YES | NO | MAYBE |
|---|---|---|---|---|---|---|---|
| Agreements (City-County Etc.) | X | | | Hydraulics Study | | X | |
| Environmental Assessment | | X | | Soils Investigation | | | X |
| Slide Assessment | X | | | Airport Clearance | | X | |
| Negative Declaration | | X | | Economic Analysis | | X | |
| Environmental Impact Statement | | X | | Requires Field Survey | X | | |
| 4-F Statement | | X | | Old Survey Available | | | X |
| Citizen Advisory Committee | | X | | Requires Vicinity Map | | X | |
| Public Hearing | | X | | Requires Photogrammetry | | X | |
| Borrow Source | | X | | Requires Reconnaissance Survey | | X | |
| Material Source | | X | | Reconnaissance Available | X | | |
| Utilities | X | | | Design Review | | X | |

Type Adjustments will be required to raise manhole rims and utility vaults to the new pavement surface.

## 4 - WORK ITEMS

| | TO BE PERFORMED BY: APPLICANT | STATE | CONSULTANT |
|---|---|---|---|
| PRELIMINARY ENGINEERING | X | | |
| RIGHT-OF-WAY N/A | | | |
| CONSTRUCTION ENGINEERING | X | | |

## 5 - DURATION TIMES (MONTHS)

| | FLOAT | ACTIVE |
|---|---|---|
| RECONNAISSANCE SURVEY | | N/A |
| DRAFT ENVIRONMENTAL IMPACT STATEMENT | | N/A |
| CORRIDOR APPROVAL | | N/A |
| FIELD SURVEY | | 6.0 |
| PRELIMINARY DESIGN | | N/A |
| DESIGN APPROVAL/FINAL EIS | | N/A |
| RIGHT-OF-WAY DESCRIPTIONS | | N/A |
| RIGHT-OF-WAY ACQUISITION | | N/A |
| P.S. & E. DOCUMENTS | | |

RECOMMENDED CONSTRUCTION DATE _____ (Region) _____ (Salem)

## - SUGGESTED BASE DESIGN

| ITEM | NEW WORK | OVER EXISTING |
|---|---|---|
| | | |

## 7 - TYPICAL SECTION AND LOCATION

Attach 8½ x 11 inch sheets for general location map and typical section (roadway & structure).

## 8 - PROJECT COST ESTIMATES

| | REGION | SALEM |
|---|---|---|
| PRELIMINARY ENGINEERING | $82,000 | |
| RIGHT OF WAY | | |
| TRAFFIC CONTROL | | |
| ILLUMINATION | | |
| STRUCTURES | | |
| RAILROAD | | |
| ROADWAY | $817,000 | |
| OTHER _____ | | |
| ENGINEERING & CONTINGENCIES | | |
| PROJECT TOTAL | $899,000 | |

SUBMITTED BY _____

Streets being considered for resurfacing by contract

| NO. | STREET NAME | MILES | FAU ROUTE |
|---|---|---|---|
| 1. | N Alberta, Michigan-Interstate | 0.27 | 9932 |
| 2. | N Basin, RR Track-Fathom | 0.60 | 9930 |
| 3. | N Fessenden, Columbia-Portsmouth | 0.81 | 9976 |
| 4. | N Lombard, St. Johns-City Limits | 0.76 | 9956 |
| 5. | N Vancouver Way, Union-Gertz Rd. | 0.28 | 9960 |
| 6. | N Williams Ave., Broadway-Killingsworth | 1.93 | 9957 |
| 7. | N Williamette Blvd., Portsmouth-Portland Blvd. | 1.63 | 9950 |
| 8. | NE Ainsworth, Grand Ave.-33rd Ave. | 1.46 | 9950 |
| 9. | E. Burnside St., 47th-67th Aves. | 0.99 | 9822 |
| 10. | NE Dekum, Union-33rd Ave. | 1.40 | 9952 |
| 11. | NE 12th Ave., Irving-Sandy Blvd. | 0.50 | 9765 |
| 12. | NE 15th Ave., Shaver-#4337 | 0.21 | 9903 |
| 13. | NE 33rd Ave., Knott-Peerless Pl. | 1.42 | 9823 |
| 14. | NE 42nd Ave., Killingsworth-Fremont | 1.02 | 9699 |
| 15. | NE 47th Ave., Sandy-Glisan | 0.90 | 9837 |
| 16. | NE 47th Ave., Everett-Burnside | 0.30 | 9837 |
| 17. | SE Ankeny, Union-Grand | 0.05 | 9813 |
| 18. | SE Belmont, 49th-60th Aves. | 0.51 | 9808 |
| 19. | SE Belmont, 60th-69th Aves. | 0.48 | 9808 |
| 20. | SE Clinton, 47th-49th Aves. | 0.10 | 9796 |
| 21. | SE Clinton, 12th-26th Aves. | 0.53 | 9796 |
| 22. | SE Foster Rd., 82nd-88th Aves. | 0.36 | 9776 |
| 23. | SE Hawthrone, Grand-12th Ave. | 0.34 | 9356 |
| 24. | SE Lincoln, 30th-39th Aves. | 0.60 | 9804 |
| 25. | SE Morrison, 12th-25th Aves. | 0.66 | 9808 |
| 26. | SE 39th Ave., Holgate-Woodstock | 0.77 | 9699 |
| 27. | SE 39th Ave., Woodstock-Glenwood | 0.31 | 9699 |
| 28. | SE 60th Ave., Stark-Lincoln | 0.78 | 9847 |
| 29. | SE 92nd Ave., Holgate-Woodstock | 0.66 | 9753 |
| 30. | SW Jefferson, Front-6th Ave. | 0.33 | 9368 |
| 31. | SW Sunset Blvd., Dewitt-Dosch Rd. | 1.10 | 9395 |
| 32. | SW 16th Ave., W. Burnside-Jefferson | 0.50 | 9295 |
| 33. | NW 21st Ave., Burnside-Quimby | 0.71 | 9311 |
| 34. | NW 23rd Ave., Burnside-Vaughn | 0.94 | 9317 |
| 35. | SE Milwaukie, 17th-Powell | 2.52 | 9765 |
| | TOTAL | 26.73 | |

15.04 mi. Streets to be resurfaced.

Project Arterial Street Overlay Program

Agency City of Portland Date 6/19/79

Type of Project Overlays

Funds SOS (e(4)) FAUS FASC Title II HBR

The agreement on this project should provide for the following responsibilities where applicable:

| | N/A | State | Applicant | Consultant |
|---|---|---|---|---|
| Major PE | ( ) | ( ) | (X) | ( ) |
| Monitor PE | ( ) | (X) | ( ) | ( ) |
| Field Survey | ( ) | ( ) | (X) | ( ) |
| Prepare Environmental Statements | (X) | ( ) | ( ) | ( ) |
| Review & Process Envir. Statements | (X) | ( ) | ( ) | ( ) |
| Public Hearings | (X) | ( ) | ( ) | ( ) |
| Citizen Involvement | (X) | ( ) | ( ) | ( ) |
| Action Plan Requirements | ( ) | ( ) | (X) | ( ) |
| Preliminary Design Plans & Specs. | ( ) | ( ) | (X) | ( ) |
| Prepare for Contract Bids | ( ) | (X) | ( ) | ( ) |
| Advertise, Let and Award | ( ) | (X) | ( ) | ( ) |
| Major Construction Engineering | ( ) | ( ) | (X) | ( ) |
| Lab Testing, Final Checking | ( ) | (X) | ( ) | ( ) |
| Utility Responsibility | ( ) | ( ) | (X) | ( ) |
| Maintenance After Completion | ( ) | ( ) | (X) | ( ) |
| Signal Maintenance | (X) | ( ) | ( ) | ( ) |
| Power Consumption | (X) | ( ) | ( ) | ( ) |
| Local Match | ( ) | ( ) | (X) | ( ) |
| Provide for Right-of-way Agreement | | Yes | (No) | |

Construction by Contract (X) State Forces ( ) Local Forces ( )

Advance Deposit Required PE (X) Construction ( ) N/A ( )

State will Advertise, Let and Award All Contracts

State will Monitor Preliminary Engineering and Construction Activities for Federal Compliance

Remarks:

For. 2-39 (Rev. 9-71)

(ASPOROL) (...)

OREGON STATE HIGHWAY DIVISION

Planning File No. 79-10
DON GIFFORD

# AUTHORITY FOR SURVEY

Section Arterial Street Overlay Program

Date June 15, 19 79

Highway Various City Streets (Portland)

Authorization No. 1

County Multnomah

Survey Prefix 726-1913 (Assigned by Salem office)

Description of termini, route, length, etc.: Various city arterial streets throughout Portland.

Proposed: Construct overlays on existing city arterial streets with selective base and surface repair prior to overlayment.

Purpose of Survey: City will perform field survey, plans and special provisions. State will monitor project, and complete PS & E.

M-0000(18)
11-13-79

Estimate of cost:
FAU funding - PE
e(4) funding - Construction
Category 3 NM (Statewide Assessment)
Available Const. Funds $817,000

Approved by Asst. S.H.E.

| | | Estimate of Cost |
|---|---|---|
| Field Survey | (901) | $ 6,000 |
| Citizen Participation | (902) | |
| City of County | (903) | 64,000 |
| Consultant | (904) | |
| Final Design | (905) | 4,000 |
| Bridge Design | (906) | |
| Preliminary Design | (907) | |
| R/W Description | (909) | |
| Soils & Geology | (910) | 6,000 |
| Traffic | (911) | |
| Landscape | (912) | |
| Liaison R/W | (913) | |
| Utility | (914) | |
| Photogrammetry | (916) | |
| Location Studies | (918) | |
| Engr. Graphics | (919) | |
| Office Engineer | (920) | 200 |
| Specifications | (921) | 1,500 |
| Environmental | (923) | 100 |
| Air Quality Monitoring | (925) | |
| Foundation Exploration | (926) | |
| Seminars | (950) | |
| Hearings | (980) | |
| Equal Opportunity | (985) | |
| Advisory Committees | (986) | |
| Adm. Serv. (Eng) | (922) | 200 |

INSTRUCTIONS

Submit four copies to Salem. After approval by the Assistant State Highway Engineer, one copy will be sent to the Regional Engineer and one copy to the Resident Engineer.

**This form does not constitute authority for making survey until approved and returned.**

Submit separate order for each survey.

Total estimated cost of survey . . . . . $ 82,000

Previous authorization . . . . . .

Additional authorization requested . . . . .

Additional authorization approved (Salem) . . . . .

Total all authorizations approved (Salem) . . . . .

Requests made by:

K. D. LIMBOCKER, Metro Design Engineer

Recommended for Approval:

Regional Engineer

M. J. KLOTZ, Metro Technical Services Engineer

Recommended for Approval:

Location Engineer

Approved:

Assistant State Highway Engineer

SP*23604-734

1980 Hayden Isld.-NE Broadway 9162
St. (Ptld.) Sec. of the Pac. (I-5)
Hwy. (Gr., pav. & ramp met.)

C&A 7181 3-28-80

C&A 7353 10-9-80

U.S. GOVERNMENT PRINTING OFFICE: 1974 — 732 - 628

clm

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

**FINAL ACCEPTANCE REPORT**

cc: H. S. Coulter, OSHD

| REGION NO. | REPORT NO. | COUNTY | DIVISION |
|---|---|---|---|
| 10 | 2 | Multnomah | Oregon |
| **DATE OF REPORT** | **REPORT MADE BY** | | **PROJECT NO.** |
| 10/1/82 | T. P. Lowe, Area Engineer | | IG-5-6(98)303 |
| **COMPLETION DATE** | **ACCEPTANCE DATE BY CONTRACT AGENCY** | **TIME ELAPSED** | **CONTRACT TIME** |
| 1/27/81 | 9/4/81 | 100 % | 180 days |
| **APPROVED EXTENSIONS** | **LOCATION** | | |
| — | See Below | | |

*The PR-47, Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds, has been submitted.
*A copy of the State's materials certificate is attached to the Division office copy of this report.
There is compliance with section 1.23 of the Regulations pertaining to encroachments on the right-of-way.

**REMARKS:** *The project has been completed in reasonably close conformity with the approved plans and specifications including authorized changes and extra work.*

HAYDEN ISLAND - NE BROADWAY ST. (PORTLAND)
PACIFIC HIGHWAY
GRADING & RAMP METERING

This project provided wider on-ramps with the necessary signals and signs to meter traffic onto I-5 during rush hours. By-pass HOV lanes were also provided.

The ramp metering is working on a fixed time basis. Interstate traffic flow has been improved by the metering.

Detailed evaluation reports on the "first two weeks" and "first eight weeks" have been published. Further evaluation is continuing.

Vandals with pellet guns have broken many of the meter lights. A State Force Order has been approved to replace the programmed signal heads with high impact polycarbonate lenses.

Final cost underran original authorizations of $865,000 by one percent.

The project appears to have been completed in accordance with the contract requirements; therefore acceptance is recommended.

RECEIVED STATE HWY ENGR
OCT 12 '82
REFER TO
FOR
Info
Inves
R/D
D/R
Sign
Act
File

*NOTE: Not applicable for direct federal projects.

| ACCEPTANCE OF PROJECT IS RECOMMENDED | | ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION | |
|---|---|---|---|
| SIGNATURE | | SIGNATURE | |
| Thomas P. Lowe | | Glenn K. Hossner | |
| TITLE | DATE | TITLE | DATE |
| Area Engineer | 10/1/82 | Field Operations Engineer | 10/5/82 |

FORM FHWA-1446 B (12-73) FORMERLY PR-33E

Previous Editions of PR-33E Will Not Be Used

| TO BE COMPLETED BY FHWA | U.S. DEPARTMENT OF TRANSPORTATION<br>FEDERAL HIGHWAY ADMINISTRATION | State |
|---|---|---|
| MONTHLY TRANSACTION NUMBER<br>9-181 | | Oregon |
| PROJECT REPORT NUMBER | **MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT** | County<br>Multnomah |
| MODIFICATION NUMBER<br>1 | | Project Number<br>IG-5-6(98)303 |

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on July 25 , 19 80 , is hereby modified as follows:

| | Former amount | Revised amount |
|---|---|---|
| Estimated total cost of project | $ 856,581.00 | $ 900,000.00 |
| Federal funds | $ 856,581.00 | $ 900,000.00 |
| Other revisions | | |

This modification is made for the following reasons: to include approved funds for additional work under SFO #3, 5 & 8.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 24th day of September , 19 82 .

OREGON STATE HIGHWAY DIVISION
*(Official name of Highway Agency)*

By _____

Program Management Engineer
*(Title)*

XXBy For: H.S. Coulter, P.E.

State Highway Engineer
*(Title)*

By _____

*(Title)*

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By _____
*(Division Administrator)*

For: Dale F. Wilken

Form PR-2A
(Rev. 10-75)

Previous editions are obsolete

Gen File

Oregon State Highway Division
Salem, Oregon September 20, 1982

Federal-Aid Project
No. IG-5-6(98)303

Hayden Island-N.E. Broadway St. (Portland)
Pacific Highway
Multnomah County

REVISED PROJECT AGREEMENT ESTIMATE

Type Code Y008
Channelization (Ramp Connections)

| | | |
|---|---|---|
| Subtotal of previous estimate of July 16, 1980 | | $ 197,710.00 |
| Additional Items | | |
| Public Info Program for Ramp Meetin (S.F.O #3) | All Required | $ 14,000.00 |
| Revise Signing @ On Raps (SFO #5) | All Required | 7,800.00 |
| Construct Bus Bypass Lane (SFO #8) | All Required | 21,000.00 |
| | | $ 42,800.00 |
| | Increase | $ 42,800.00 |
| | Engineering | 27,309.00 |
| | TOTAL | $ 267,819.00 |

Type Code Y031
Traffic Signal

Total the same as previous estimate of July 16, 1980 $ 632,181.00

Length of Project ---------- 0.0 miles

SUMMARY OF FUNDS (100%)

| Description | Total Cost | Federal Funds |
|---|---|---|
| Channelization | $267,819.00 | $267,819.00 |
| Traffic Signals | 632,181.00 | 632,181.00 |
| TOTAL | $900,000.00 | $900,000.00 |

Group 1 100%
Contract No. 9162
Prefix: 626-1913
Prefix: 626-1061

1142 STATE COPY OMB No. 04-R2089

| TO BE COMPLETED BY FHWA | U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION | State OREGON |
|---|---|---|
| MONTHLY TRANSACTION NO. S-124 | FEDERAL-AID PROJECT AGREEMENT | County MULTNOMAH |
| | | Project No. IG-5-6(98)303 |

**The State, through its Highway Agency,** having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

Hayden Island - N.E. Broadway St. (Portland)

| PROJECT CLASSIFICATION OR PHASE OF WORK | EFFECTIVE DATE OF AUTHORIZATION | APPROXIMATE LENGTH *(Miles)* |
|---|---|---|
| HIGHWAY PLANNING AND RESEARCH (HP & R) | | |
| PRELIMINARY ENGINEERING | | |
| RIGHTS-OF-WAY | | |
| CONSTRUCTION | 5-29-80 | 0.00 |

OTHER *(Specify)*

FUNDS PRO RATA 100%

| ESTIMATED TOTAL COST OF PROJECT | FEDERAL FUNDS |
|---|---|
| $ 856,581.00 | $ 856,581.00 |

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
*(Official name of Highway Agency)*

By _____

Assistant State Highway Engineer
*(Title)*

XX By For: H. S. Coulter

State Highway Engineer
*(Title)*

By _____

*(Title)*

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By _____
*(Division Administrator)*

For: G. L. Green

Date executed by Division Administrator 7/25/80

Form PR-2 (Rev. 10-75) PREVIOUS EDITIONS ARE OBSOLETE

## AGREEMENT PROVISIONS

**1. RESPONSIBILITY FOR WORK**

a. Except for projects constructed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

b. With regard to projects performed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in accordance with the terms of its approved Certification, or exceptions thereto as may have been approved by the Federal Highway Administration.

**2. HIGHWAY PLANNING AND RESEARCH (HP&R) PROJECT.** The State highway agency will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

**3. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY.** In the event that actual construction of a road on this right-of-way is not undertaken by the close of the tenth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement

**4. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES.** In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

**5. INTERSTATE SYSTEM PROJECT.** (a) The State highway agency will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway agency will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway agency will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

**6. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT.** (a) This project authorized pursuant to 23 U.S.C. 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway agency, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 U.S.C. 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

**7. STAGE CONSTRUCTION.** The State highway agency agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHTO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation..

**8. BOND ISSUE PROJECT.** Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 U.S.C. 122, for retiring maturities of the principal indebtednesss of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by 23 CFR Part 140, Subpart F, and Volume 1, Chapter 4, Section 8 of the Federal-Aid Highway Program Manual or the alternative State procedure set forth in the State's Certificate, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway agency for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

**9. SPECIAL HIGHWAY PLANNING AND RESEARCH PROJECT.** The State Highway agency hereby authorizes the Federal Highway Administration to charge the State's pro rata share of costs incurred against funds apportioned to the State under 23 U.S.C. 307 (c), as amended. In the event a project is financed with both Federal-aid funds and State matching funds, the State agrees to advance to The Federal Highway Administration the State matching funds for its share of the estimated cost. For a National Pooled Fund study, the State hereby assigns its responsibility for the work to the Federal Highway Administration. For an Intra-Regional Cooperative Study, the State hereby assigns its responsibility for the work to the lead State for the study

**10. PARKING REGULATION AND TRAFFIC CONTROL.** The State highway agency will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the local unit of Government referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration, unless the State determines, and the Division Administrator concurs, that the local unit of government has a functioning traffic engineering unit with the demonstrated ability to apply and maintain sound traffic operations and control

Oregon State Highway Division
Salem, Oregon, July 16,1980

Federal Aid Project
No. IG-5-6(98)303

Hayden Island-N.E. Broadway St. (Portland)
Pacific Highway
Multnomah County

Project Agreement Estimate.

Type Code Y008
Channelization (Ramp Connections)

| | | | |
|---|---|---|---|
| Mobilization | All Required | | $ 30,000.00 |
| Temporary Protection and Direction of Traffic | All Required | | 30,000.00 |
| Temporary Signs | 323 Sq.Ft. | 10.00 | 3,230.00 |
| Temporary Barricades | 7 Each | 120.00 | 840.00 |
| Temporary Plastic Safety Markers | 19 Each | 73.00 | 1,387.00 |
| Flagmen | 400 Hour | 30.00 | 12,000.00 |
| Removal of Structures and Obstructions | All Required | | 33,580.00 |
| General Excavation | 455 Cu.Yd. | 19.80 | 9,009.00 |
| Aggregate Base | 100 Ton | 31.20 | 3,120.00 |
| Class "B" Asphalt Concrete | 875 Ton | 36.40 | 31,850.00 |
| Concrete Walks | 515 Sq.Yd. | 21.80 | 11,227.00 |
| Concrete Curbs | 1,980 Lin.Ft. | 7.90 | 15,642.00 |
| Concrete Islands | 15 Cu.Yd. | 339.00 | 5,085.00 |
| Relocating Sign | All Required | | 240.00 |
| Relocating Illumination Installation | All Required | | 1,500.00 |
| Irrigation System | All Required | | 6,800.00 |
| | | | $195,510.00 |

Anticipated Items

| | | | |
|---|---|---|---|
| Permanent Pavement Striping | All Required | | $ 2,200.00 |
| | Subtotal | | $197,710.00 |
| | Engineering | | 26,690.00 |
| | Total | | $224,400.00 |

Type Code Y031
Traffic Signal

| | | | |
|---|---|---|---|
| Traffic Signal Installation, Complete | All Required | | $343,288.00 |
| | | | $343,288.00 |

Oregon State Highway Division
Salem, Oregon, July 16,1980

Federal Aid Project
No. IG-5-6(98)303

Anticipated Items

| | | |
|---|---|---|
| State Furnished Traffic Controllers & Cabinets | All Required | $213,700.00 |
| | Subtotal | $556,988.00 |
| | Engineering | 67,493.00 |
| | Engineering (Signal Controller Testing) | 7,700.00 |
| | Total | $632,181.00 |

Length of Project - - - - - 0.00 mi.

SUMMARY OF FUNDS (100%)

| Description | Total Cost | Federal Funds |
|---|---|---|
| Channelization | $224,400 | $224,400 |
| Traffic Signals | 632,181 | 632,181 |
| | $856,581 | $856,581 |

Group 1 - 100%
Contract No. 9162
Prefix 626-1913
Prefix 626-1061

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

# LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO.: IG-5-6(98)303

2. STATE PROJECT NO.: See below

3. FROM: Dale E. Wilken, Division Administrator
FHWA Oregon Division
Salem, Oregon

4. PROGRAM NO.:

5. ITEM NO.: 90289

2A. COUNTY NAME: Multnomah

6. TO:

Mr. H. S. Coulter, State Highway Engineer
Oregon State Highway Division
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE: 7-21-82

8. FEDERAL ROUTE NUMBER: Interstate 5

9. STATE ROUTE NUMBER: Primary 1

10. GENERAL LOCATION:

Hayden Island - NE. Broadway

11. GENERAL DESCRIPTION OF WORK

Construct bus bypass lane at the Denver on-ramp

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

- ☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
- ☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
- ☐ ACQUISITION OF RIGHT-OF-WAY
- ☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
- ☒ CONSTRUCTION PROCEED ON FORCE ACCOUNT BASIS
- ☐ OTHER *(Specify)*

13. REMARKS

I approve the advance authorization date of 7-21-82, as requested in Mr. Keasey's letter of 9-1-82 as being in the public interest for the use of State Forces to proceed with the above work. State Force Order No.8 is approved for a total estimated cost of $21,000 Federal Funds.

RECEIVED
STATE HWY ENGR
SEP 16 '82
REFER TO Mael
FOR
Info | Inves | R/D | D/R | Sign | Act | File

14. DATE: 9-14-82

15. SIGNATURE OF APPROVING OFFICIAL: E J Valach

16. TITLE: for Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

VICTOR ATIYEH
GOVERNOR

# Department of Transportation

## METROPOLITAN BRANCH

5321 N.E. GLISAN, PORTLAND, OREGON 97213

February 19, 1982

RECEIVED
STATE HWY ENGR
FEB 22 '82
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

In Reply Refer to File No. 626-1913

JOSEPH NOECKER
P.O. Box 5783
Portland, OR 97228

Subject: Ramp Metering

I have reviewed your comments concerning the ramp metering system expressed in your letter of January 29, 1982.

Your suggestion of allowing an exemption of tractor-trailers, dump trucks, delivery trucks, or heavily loaded vehicles at ramp meter signals was closely studied before the ramp metering was implemented. Some heavy trucks do encounter difficulty in accelerating at some locations. Truck acceleration was studied after the system was implemented and an adjustment was made to the length of green time at one ramp because of the difficulty of truck acceleration. This reduced the problem for large trucks at this ramp. Truck traffic at most ramps is not heavy during the metering period.

The question of exempting large trucks raises the problem of what types of trucks and which other vehicles should be exempt. Making certain classes of vehicles exempt would result in impossible enforcement.

Your question on the rapid change in signal cycles such as encountered at the Broadway on-ramp is by design. The first reason is that this meter is not designed to restrict or reduce the traffic volume entering the freeway at this ramp. The purpose is to break up platoons of 12 to 15 vehicles that are released each cyle at the Broadway intersection. As these vehicles enter the freeway, bumper to bumper, congestion from the weaving and merging conditions are encountered on the freeway. The vehicles now are released one at a time onto the freeway and find gaps in which to enter the freeway.

The second reason for the short cycle is to eliminate the possibility of the metered traffic backing up to and blocking the Broadway intersection. If this intersection were to be blocked for even only short periods of time, severe traffic congestion would occur.

Again, I would like to thank you for taking time to express your views and concerns.

ROBERT N. BOTHMAN
Metropolitan Administrator
RNB:HHS:po

cc: H. S. Coulter

JOSEPH NOECKER
P.O. BOX 5783
PORTLAND, OR

JANUARY 29, 1982

HIGHWAY DIVISION
DEPT. OF TRANSPORTATION
STATE OF OREGON
SALEM, OR

RE: Ramp Metering

Dear gentlemen:

The ramp metering system has been in operation for a few months now in Portland and I have a comment or two I should like to pass on. Though at first I was sceptical of the system I now feel it is of great aid to traffic congestion during the peak hours.

The first suggestion I would like to make is that large, slow vehicles such as tractor-trailor trucks, dump trucks, delivery trucks which are heavy and slow accelerating, large recreation vehicles, and all vehicles similar to the aforementioned should be exempt from the ramp signal and allowed to proceed in the H.O.V. lane even though there is only one occupant. I have observed that the slowness of these vehicles to accelerate after stopping for the light creates more of a traffic congestion problem than it eliviates. also, there appears to be added hazards caused by these situations.

Secondly, it appears that some of the ramp signals cycle to rapidly. For example: the ramp North bound to I-5 from Broadway and Williams ave. changes before you even come to a stop. This creates a bit of a problem at the end of the ramp with traffic trying to interchange lanes for North bound or Fremont Bridge destinations. I realize there may be other traffic considerations of which I am not aware that makes this necessary but I would like to point it out anyway.

Thank you for your time and consideration of my letter.

Sincerely,

Joseph Noecker

RDA PDE FFM SPC
ODOT-METRO

FEB 09 1982

FM PAR PDC FILE T/A

RECEIVED
STATE HWY ENGR
FEB 9 '82
REFER TO
FOR

VICTOR ATIYEH
GOVERNOR

*Department of Transportation*
HIGHWAY DIVISION
Region I
9002 SE. McLOUGHLIN, MILWAUKIE, OREGON 97222 PHONE 653-3090

October 7, 1981

In Reply Refer To
File No

Major David L. Witt
District 1, Oregon State Police
P. O. Box 66009
Portland, OR 97266

Dear Sir:

When we last talked about ramp metering on I-5 from the Broadway Bridge to the Interstate Bridge you were researching your records in order to get a better feel for your responsibilities. Since that time I've come upon a piece of information that you may not have and, in addition, I have a specific request for you.

First is City of Portland Ordinance No. 150327 (copy attached) dated September 3, 1980. This ordinance sets up funding to cover additional enforcement required by the City Police because of the April 15, 1980 withdrawal of the State Police. It specifically mentions (paragraph 11) that this funding is not to cover enforcement of, among other things, ramp metering.

As I mentioned to you, we feel that it is imperative that adequate enforcement be placed on the ramp metering system in order for it to be effective. I've attached a one-page report entitled Ramp Metering Enforcement which has been developed by Highway staff which indicates the hours of enforcement and at which locations we feel are critical for proper ramp meter operation. In essence, this calls for 6½ to 7 hours per week of police enforcement for the meters.

I need to know if you will be able to provide this level of enforcement on the I-5 system. If you like, I would be happy to discuss this topic with you at your convenience.

Sincerely,

ORIGINAL SIGNED
EDWARD L. HARDT

Edward L. Hardt
Region Engineer

ELH/cp
bc H. S. Coulter w/attachments
R. N. Bothman "

RECEIVED
STATE HWY ENGR
OCT 8'81
REFER TO
FOR
Info | Inves. | R'D | D.R. | Sign | Act | File

734 1850

ORDINANCE NO. 150327

An Ordinance creating one position of Police Sergeant (Solo Cycle) and three positions of Police Officer (Solo Cycle) and three positions of Police Officer within the Bureau of Police, Traffic Division, authorizing the transfer of $208,907 within the General Fund from Operating Contingency to the Bureaus of Police, Electronic Services and Fleet Management to provide appropriations for the necessary equipment and the provision of police services to the freeway and state highway networks within the city limits, and declaring an emergency.

The City of Portland ordains:

Section 1. The Council finds:

1. That the Bureau of Police has need for additional resources to extend their services to the freeway and state highway networks within the Portland city limits.

2. That the Bureau received a letter dated November 16, 1979 from Superintendent Williams of the Oregon State Police announcing a reduction in patrolling the freeway system within Portland which took effect April 15, 1980.

3. That all Oregon State Police conducted freeway accident investigations and most line patrol activities have ceased as of that date.

4. That Superintendent Williams projects further reductions to enable the Oregon State Police to reach its ultimate goal of removing all patrol from the freeway and state highway networks within the city limits.

5. That the Bureau of Traffic Engineering advises that there are 32 miles of freeway and 106 miles of state highway within the City's total of 1,538 miles of streets, roads and freeways.

6. That the Bureau of Police has assumed responsibility for providing accident investigation services and resolution of traffic tie-ups and spills on an on-call basis and without additional resources since April 15, 1980.

7. That filling the void left by the pullout of Oregon State Police from the City freeways with Portland Police Officers has contributed to a reduction of enforcement in other sections of the City.

8. That fatal accidents within the city limits have shown a 40% increase over the preceding year.

9. That accordingly, additional resources are required to ensure that freeway problems do not detract from the Patrol Branch ability to provide an adequate level of service in the remainder of the City.

10. That these resources will be used to provide the necessary additional personnel, patrol vehicles, electronic equipment and operational supplies in order to perform the same level of selective enforcement and traffic activities on the freeways as are provided on the rest of the City streets.

11. That the resources required to provide HOV, PUC and ramp metering enforcement services on the freeways are greater than what are proposed for authorization in this ordinance.

12. That it is, therefore, necessary to create one (1) position of Police Sergeant (Solo Cycle) and three (3) positions of Police Officer (Solo Cycle) and three (3) positions of Police Officer within the Bureau of Police and to transfer appropriations in the total amount of $208,907 to the Bureaus of Police, Electronic Servies and Fleet Management.

NOW, THEREFORE, the Council directs:

a. One (1) position of Police Sergeant (Solo Cycle) and three (3) positions of Police Officer (Solo Cycle) and three (3) positions of Police Officer (5128) are hereby created in the Bureau of Police, Traffic Division, with salary rates in accordance with the current Compensation Plan.

b. Appropriations are hereby transferred within the General Fund as follows:

| GENERAL FUND | FROM | TO |
|---|---|---|
| Operating Contingency (20100010) | $208,907 | |
| Transfer to other Funds - | | |
| Electronic Services (20321415) | | $ 15,660 |
| Fleet Operating (20321300) | | 7,800 |
| Bureau of Police | | |
| Traffic Division | | |
| 11500013.110 | | 112,778 |
| 11500048.140 | | 21,203 |
| 11500013.150 | | 350 |
| 11500013.170 | | 9,689 |
| 11500013.320 | | 4,041 |
| 11500013.340 | | 200 |
| 11500013.350 | | 8,357 |
| 11500013.510 | | 18,447 |
| 11500013.540 | | 8,090 |
| 11500013.560 | | 2,292 |
| TOTALS | $208,907 | $ 208,907 |

# ORDINANCE No.

c. Appropriations within the Electronic Services Operating Fund are increased as follows:

Electronic Services Fund

Resources

| | |
|---|---|
| Transfers from Other Funds - General | $15,660 |
| TOTAL RESOURCES | $15,660 |

Requirements

| | |
|---|---|
| Capital Outlay (36000236.640) | $15,660 |
| TOTAL REQUIREMENTS | $15,660 |

d. Appropriations within the Fleet Operating Fund are increased as follows:

Fleet Operating Fund

Resources

| | |
|---|---|
| Transfers from Other Funds - General | $ 7,800 |
| TOTAL RESOURCES | $ 7,800 |

Requirements

| | |
|---|---|
| Capital Outlay (56200011.643) | $ 7,800 |
| TOTAL REQUIREMENTS | $ 7,800 |

Section 2. The Council declares that an emergency exists because the positions to be created and the appropriation transfers herein described are immediately required in order that the new functions may be carried out without delay; therefore, this Ordinance shall be in force and effect from and after its passage by the Council.

Passed by the Council, SEP 3 1980

Commissioner Jordan
August 27, 1980
R.J. Snimomura: aft

Attest:

Chief Deputy Auditor of the City of Portland

# RAMP METERING ENFORCEMENT

At the September 11, 1981 Ramp Metering Technical Advisory Committee meeting, Ed Hardt requested information on what a reasonable level of ramp metering enforcement might be. Based upon data collected through traffic counts and through observation in the field on where enforcement is required, it would appear that 6½ to 7 hours per week would be adequate to keep violations within a reasonable level.

Locations which require most of the enforcement are:

SOUTHBOUND A.M.

Hayden Island and Portland Blvd. - Most effective enforcement would be in the 7:15 - 7:45 period at the Hayden Island southbound on-ramp, and between the 7:30 - 8:00 period at the Portland Blvd. southbound on-ramp. Some observation of the Lombard ramp and the Alberta ramp is desireable, but is only required for short periods.

NORTHBOUND P.M.

Enforcement during the evening ramp metering period should include concentration on both the Union and Swift on-ramps. All other on-ramps require only casual enforcement. Casual enforcement referred to here means short periods of observation as time permits.

The estimate of 6½ to 7 hours per week is based upon enforcement of one and a half hours per week for southbound a.m. and five to five and a half hours per week northbound during the evening peak period. Analysis of violations and the periods of violations shows that enforcement at any location need not be for the full period of ramp metering. The number of violations can be reduced to a minimum level by the presence of the officers at these locations during varying periods of time throughout the metering period. It is found that the greatest number of violations occur during the middle of the ramp metering operation.

The original estimate in December 1980 on the level of enforcement required for the ramp metering program was 13½ hours per week. This estimate was based on the same level of enforcement at all on-ramp locations. It has been found from data collected in the field that not all locations require the same level of enforcement.

THS:JS
92581

October 1, 1981

Rathbone, King & Seeley
1 S.W. Columbia
Portland, OR 97201

CON 5
#9162

Gentlemen:

On September 10, 1981, we wrote to you concerning release of final payment on Contract No. 9162 awarded to Tice Electric Company for work on the Hayden Island-N.E. Broadway Street (Portland) Section of the Pacific Highway in Multnomah County.

Final payment on this contract is $3,921.60 and the total contract amount is $576,739.29. No work was performed under force account.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

js
cc: Tice Electric Company
2139 S.E. Belmont Street
Portland, OR 97214

Fred S. James & Co.
111 S.W. Columbia
Portland, OR 97201

bc: C. T. Keasey
Walt Hart
E. L. Hardt

To: Ed Hardt
Scott Coulter
Don Bergstrom

September 18, 1981

Please add this letter (attached) to the letter you received from Ed Hardt, dated September 14, 1981, subject: Ramp Metering Technical Advisory Committee Meeting. This memo completes the background information attachments with Ed's letter.

R. N. Bothman

RNB:PE

RECEIVED
STATE HWY ENGR
SEP 21 '81
REFER TO
FOR
Info
File

STATE OF OREGON
Department of Transportation
Metropolitan Branch

INTEROFFICE MEMO
Telephone: 238-8226
Date: May 4, 1981

TO: D. R. Adams
Project Development Manager

File No: 626-1913

FROM: R. N. Bothman
Administrator

SUBJECT: Ramp Metering Enforcement

I apologize for not responding to your memo of March 20th, however my choice of your three alternatives is the first - do nothing. Maybe it is appropriate that I've waited so long.

I am not aware of a problem with the lack of enforcement, on either the HOV lane or the ramp metering project, which would justify becoming embroiled with the city/state/legislative debate regarding budgets.

I suggest you pursue the issue of ramp metering and HOV enforcement with Don Bergstrom, explicitly explaining that we consider enforcement for those two traffic management projects a city responsibility.

RNB:PE

U. S. DEPARTMENT OF TRANSPORT. ION
FEDERAL HIGHWAY ADMINISTRATION

# LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO.: IG-5-6(98)303

2. STATE PROJECT NO.: See below

3. FROM: Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.:

5. ITEM NO.: 90289

2A. COUNTY NAME: Multnomah

6. TO

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE: 7/17/81

8. FEDERAL ROUTE NUMBER: Interstate 5

9. STATE ROUTE NUMBER: Primary 1

10. GENERAL LOCATION:

Hayden Island - NE Broadway

11. GENERAL DESCRIPTION OF WORK

Credit to project

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

- ☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
- ☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
- ☐ ACQUISITION OF RIGHT-OF-WAY
- ☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
- ☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
- ☒ OTHER *(Specify)* Credit to project

13. REMARKS

As requested in Mr. Keasey's letter of 9/10/81 I approve SFO #7 which represents a credit to the project from work performed under Price Agreement No. 4. Credit is in amount of $136.96 for salvage value on Type II 4' barricades.

RECEIVED
STATE HWY ENGR
SEP 23 '81
REFER TO

14. DATE: 9/15/81

15. SIGNATURE OF APPROVING OFFICIAL: E. J. Tulach

16. TITLE: for Division Administrator

FORM PR 1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

STATE OF OREGON

INTER-OFFICE MEMO

RECEIVED
STATE HWY ENGR
SEP 15 '81
REFER TO
FOR
Info | Inves | Rep | Sig | Sign | Act | File

TO: MEMO TO THE FILE
ORIGINAL SIGNED BY
EDWARD L. HARDT

DATE: September 14, 1981

FROM: EDWARD L. HARDT
Region Engineer

ROUTED
H. S. COULTER

SUBJECT: RAMP METERING TECHNICAL ADVISORY COMMITTEE MEETING

On Friday morning at 8:30 AM in the Metro small conference room the Ramp Metering TAC met to discuss monitoring of the project. Attending were Don Bergstrom, Don Adams, Ron Failmezger, Tom Schwab, Vickie Rocker, Lee Gunderson and Ed Hardt.

Under the subject of monitoring, it was agreed that Region 1 would completely take over the responsibility of collecting the tapes that the ramp meter controllers produce and reduce this data to whatever format is appropriate. Previously, this work has been done by Tom Schwab's office. Tom and Ron Failmezger will jointly develop a draft proposal to define what monitoring work should be done on a continuing basis, including a monthly report. They will also look into and develop suggestions for the best way to handle the raw data generated by the ramp meters. It may be desirable to obtain some additional data processing equipment.

We also discussed police enforcement of the project. Earlier this week I discussed the State Police involvement in enforcement with District Commander Major David Witt. He took over from Major Pancrantz on August 1 of this year. He's a little bewildered by what his responsibilities are (or are not) with respect to ramp metering and presently is researching his files to give him the background about the question. He told me that up until recently State patrols were doing no ramp metering enforcement. After an article on TV about lack of enforcement, he was told by his GHQ that he should put out ramp meter patrols "for awhile". He doesn't know what "for awhile" means. As background information on this subject, I've attached a March 20 memo from Don Adams to Bob Bothman, along with City of Portland Ordinance #150327 dated September 3, 1980, which, among other things, says that the City does not have the resources to enforce the HOV and ramp metering projects and, in fact, are not doing so now.

Tom Schwab and Ron Failmezger will make a projection as to how much enforcement time and at what locations enforcement would be necessary in order to provide sufficient motorist compliance with the meters. I will send this data to Major Witt so as to help him evaluate what resources are necessary for enforcement. The Committee agreed without any discussion that some level of enforcement is absolutely necessary in order that the ramp meter project be successful. The meeting was adjourned at 9:45 AM.

ELH/cp
cc H. S. Coulter w/attachments
R. N. Bothman "
Ron Failmezger "
Don Bergstrom, City of Portland w/attachments

STATE OF ORE ON
Department of Transportation
Metropolitan Branch

II EROFFICE MEMO
Telephone: 238-8226
Date: March 20, 1981

File No: 626-1913

TO BOB BOTHMAN
Administrator

FROM DON ADAMS
Project Development Manager

SUBJECT Ramp Metering Enforcement

We have now received a copy of City of Portland Ordinance 150327 which caused the State Police to remove all their patrols from the freeway system inside the city of Portland on March 12.

Today, there is no enforcement of the Banfield HOV lanes, the ramp metering, or of PUC permits and there is a significantly reduced level of enforcement for other traffic infractions than what was practiced before March 12. Major Pancratz has revised his coverage of the freeways based on the City of Portland ordinance as the implementing document to use in reaching the legislated mandate of 1979 to eliminate duplication of enforcement coverage.

After reading the ordinance carefully, I can detect no change in the City's position from the one they were espousing in late 1980. What appears to have happened is a lack of communication between City of Portland and the State Police upon implementation of this ordinance. Back in December 1979, the State Police and the City police started working out the details for freeway enforcement and by April 1980 had reached an agreement whereby the State Police staff would be reduced by half and the State Police would enforce traffic violations only. City police would cover disabled vehicles, accidents, tows, spills, etc. The State Police agreed that they would not reduce the coverage any further until further mandated by legislature. They were apparently expecting either a law suit from the City of Portland or some legislative action by the City of Portland to put the State Police back onto the freeway. The State Police had been working under that agreement up until March 12. Back in September, the City passed the ordinance; however, for some reason, the ordinance was not communicated to the State Police. It was not until recently that a newly appointed City police traffic lieutenant, in making contact with the State Police, uncovered the duplication and cleared up the confusion.

Since the City police now provides some level of enforcement, the State Police has pulled off totally from the freeway in the city.

Now, we have several alternatives. (1) Do nothing. I think that this is unacceptable. (2) Turn off the ramp meters, shut down the HOV lanes and just let everybody have at it and see what happens. It might cause some interesting repurcussions, but this probably wouldn't work either. (3) Try to get the State Police to back up to their commitment as stated by Superintendent Williams in their meeting of December 10 or 11th, that the State Police would enforce ramp metering and try to get that extended to the HOV lane also. Since this is a peak period type commitment, it could be scheduled out rather easily. I think the State Police could handle it. I think the problem would be whether or not they would ignore

what they perceive to be a legislative mandate to pull out of the city of Portland. (4) See if we can persuade the City of Portland to provide the necessary enforcement for ramp metering and HOV lanes. It seems that this would be a more persuasive effort than anything else unless we could tie it to other freeway projects, namely the Greeley/I-5 ramps, and convince the City that the ramp metering is tied to that project. (5) Work with the City and the State Police agencies to develop some legislation that would clarify this problem and would provide State Police coverage on the freeway systems within the city. (6) Maybe we could get the Multnomah County Reserves to come out on a periodic basis and enforce ramp metering for us for a fee.

I really think that the issue will have to resolved on a permanent basis politically. The police may be able to agree to temporary enforcement pending political resolution, either by administrative act or legislation.

I would appreciate your assistance in determining what course of action we should follow to secure enforcement of HOV lanes and ramp meters.

po

From: BUREAU OF TRAFFIC ENGINEERING
420 S.W. Main St.-Portland, Or. 97204

DATE Mar. 13, 81

To: Don Adams

__ FOR YOUR ATTENTION & REPLY
X FOR YOUR INFORMATION

__ PLEASE INVESTIGATE & REPORT
__ PLEASE ANSWER OR ARRANGE

Note: As per #11 this ord. does not cover enforcement of ramp metering.

Dick Fee

MA PDM PDE FFM SPC
GOCT - METRO

MAR 19 1981

3M PAR PPC FILE T/A

ORDINANCE NO. 150327

An Ordinance creating one position of Police Sergeant (Solo Cycle) and three positions of Police Officer (Solo Cycle) and three positions of Police Officer within the Bureau of Police, Traffic Division, authorizing the transfer of $208,907 within the General Fund from Operating Contingency to the Bureaus of Police, Electronic Services and Fleet Management to provide appropriations for the necessary equipment and the provision of police services to the freeway and state highway networks within the city limits, and declaring an emergency.

The City of Portland ordains:

Section 1. The Council finds:

1. That the Bureau of Police has need for additional resources to extend their services to the freeway and state highway networks within the Portland city limits.

2. That the Bureau received a letter dated November 16, 1979 from Superintendent Williams of the Oregon State Police announcing a reduction in patrolling the freeway system within Portland which took effect April 15, 1980.

3. That all Oregon State Police conducted freeway accident investigations and most line patrol activities have ceased as of that date.

4. That Superintendent Williams projects further reductions to enable the Oregon State Police to reach its ultimate goal of removing all patrol from the freeway and state highway networks within the city limits.

5. That the Bureau of Traffic Engineering advises that there are 32 miles of freeway and 106 miles of state highway within the City's total of 1,538 miles of streets, roads and freeways.

6. That the Bureau of Police has assumed responsibility for providing accident investigation services and resolution of traffic tie-ups and spills on an on-call basis and without additional resources since April 15, 1980.

7. That filling the void left by the pullout of Oregon State Police from the City freeways with Portland Police Officers has contributed to a reduction of enforcement in other sections of the City.

8. That fatal accidents within the city limits have shown a 40% increase over the preceding year.

9. That accordingly, additional resources are required to ensure that freeway problems do not detract from the Patrol Branch ability to provide an adequate level of service in the remainder of the City.

10. That these resources will be used to provide the necessary additional personnel, patrol vehicles, electronic equipment and operational supplies in order to perform the same level of selective enforcement and traffic activities on the freeways as are provided on the rest of the City streets.

11. That the resources required to provide HOV, PUC and ramp metering enforcement services on the freeways are greater than what are proposed for authorization in this ordinance.

12. That it is, therefore, necessary to create one (1) position of Police Sergeant (Solo Cycle) and three (3) positions of Police Officer (Solo Cycle) and three (3) positions of Police Officer within the Bureau of Police and to transfer appropriations in the total amount of $208,907 to the Bureaus of Police, Electronic Servies and Fleet Management.

NOW, THEREFORE, the Council directs:

a. One (1) position of Police Sergeant (Solo Cycle) and three (3) positions of Police Officer (Solo Cycle) and three (3) positions of Police Officer (5128) are hereby created in the Bureau of Police, Traffic Division, with salary rates in accordance with the current Compensation Plan.

b. Appropriations are hereby transferred within the General Fund as follows:

| | FROM | TO |
|---|---|---|
| GENERAL FUND | | |
| Operating Contingency (20100010) | $208,907 | |
| Transfer to other Funds - | | |
| Electronic Services (20321415) | | $ 15,660 |
| Fleet Operating (20321300) | | 7,800 |
| Bureau of Police | | |
| Traffic Division | | |
| 11500013.110 | | 112,778 |
| 11500048.140 | | 21,203 |
| 11500013.150 | | 350 |
| 11500013.170 | | 9,689 |
| 11500013.320 | | 4,041 |
| 11500013.340 | | 200 |
| 11500013.350 | | 8,357 |
| 11500013.510 | | 18,447 |
| 11500013.540 | | 8,090 |
| 11500013.560 | | 2,292 |
| TOTALS | $208,907 | $ 208,907 |

# ORDINANCE No.

c. Appropriations within the Electronic Services Operating Fund are increased as follows:

| | |
|---|---|
| Electronic Services Fund | |
| Resources | |
| Transfers from Other Funds - General | $15,660 |
| TOTAL RESOURCES | $15,660 |
| Requirements | |
| Capital Outlay (36000236.640) | $15,660 |
| TOTAL REQUIREMENTS | $15,660 |

d. Appropriations within the Fleet Operating Fund are increased as follows:

| | |
|---|---|
| Fleet Operating Fund | |
| Resources | |
| Transfers from Other Funds - General | $ 7,800 |
| TOTAL RESOURCES | $ 7,800 |
| Requirements | |
| Capital Outlay (56200011.643) | $ 7,800 |
| TOTAL REQUIREMENTS | $ 7,800 |

Section 2. The Council declares that an emergency exists because the positions to be created and the appropriation transfers herein described are immediately required in order that the new functions may be carried out without delay; therefore, this Ordinance shall be in force and effect from and after its passage by the Council.

Passed by the Council, SEP 3 1980

Commissioner Jordan
August 27, 1980
R.J. Shimomura: aft

Attest:

Chief Deputy Auditor of the City of Portland

ROAD DESIGN SECTION DES 16

Jerry Street
Resident Engineer

September 11, 1981

Fred Eriksen
Fred Eriksen
Design Engineer Supervisor

Hayden Island-N.E. Broadway Street
(Portland) Section
Pacific Highway
Multnomah County

The as-constructed narrative for the project was interesting and informative.

The methods used to inform the commuters in the area of the project's purpose covered nearly every type of communication available. The publicity given the project reached beyond the local area with newspaper and television coverage, which I personally saw here in Salem. There can be little doubt this helped immensely when drivers first encountered the ramp signals and lane markings.

The problems you mention in determining proper times to allow placement of loop detector wires are usually considered during design. On any busy section of a highway we will ask the Traffic Section to recommend the hours we can safely make lane closures. They use hourly counts to make that determination. Apparently this procedure wasn't followed in this case, although it should have been.

FE:ja

cc Ed Hardt

REPORT OF ACTION UNDER DELEGATED AUTHORITY BY

ASSISTANT STATE HIGHWAY ENGINEER

On behalf of the Commission and under authority delegated to me to accept contracts completed according to specifications, I accepted the following:

| Contractor and Contract No. | Section and County | Acceptance Date |
|---|---|---|
| Mill Plain Electric, Inc. No. 9189 | Mt. Hood Hwy. @ SE 104th Ave. Multnomah County | August 10, 1981 |
| Delta Construction Co. No. 8974 | Prairie Rd.-Irving Rd. & Park Ave.-River Rd. Lane County | August 10, 1981 |
| Douglas S. Coats,Inc. No. 9262 | Deschutes River (Sheep) Bridge Deschutes County | August 10, 1981 |
| Ross Bros. Construction, Inc. No. 9222 | Thornton Lake Bridge Benton County | August 12, 1981 |
| W. R. Grasle Co. No. 9059 | N.Tigard Intchge.-SW Beef Bend Rd. (Tigard) Multnomah & Washington Counties | August 14, 1981 |
| A.K. Lundmark & Son,Inc. No. 8978 | Nehalem River (CCC) Bridge Tillamook County | September 1, 1981 |
| F. E. Ward, Inc. No. 9238 | Little Luckiamute River (Smith Rd.) Bridge Polk County | September 2, 1981 |
| N.L. Prouty Excavating No. 9252 | Dairy Creek O'Flow Culvert Washington County | September 3, 1981 |
| Don Haisch Construction, Inc. No. 9212 | M.P. 44.5 Marion County | September 4, 1981 |
| Tice Electric Co. No. 9162 | Hayden Island-NE Broadway St. (Portland) Multnomah County | September 4, 1981 |
| Peter Kiewit Sons' Co. No. 9017 | Yaquina Bay Bridge (Newport) Lincoln County | September 4, 1981 |

| Contractor and Contract No. | Section and County | Acceptance Date |
|---|---|---|
| Mill Plain Electric, Inc.<br>No. 9257 | SE Harmony Rd. @ International Way<br>Clackamas County | September 8, 1981 |
| Auburn Construction Co.<br>No. 9251 | Soap Creek Bridge<br>Polk County | September 10, 1981 |

September 10, 1981

C. T. Keasey
Asst. State Highway Engineer

FORM 736-3001

OREGON STATE HIGHWAY DIVISION

# FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

| | | |
|---|---|---|
| SECTION: HAYDEN ISLAND- N.E. BROADWAY ST. | | WEEK ENDING: July 4, 1981 |
| | | SECTION PREFIX: 626 - 1061 |
| HIGHWAY: PACIFIC HIGHWAY | | COUNTY: MULTNOMAH |
| NAME OF JOB: HAYDEN ISLAND - NE BROADWAY ST. | KIND OF WORK: GRADING, PAVING AND RAMPMETERING | |
| CONTRACTOR: TICE ELECTRIC | CONTRACT NUMBER: 9162 | FEDERAL AID PROJECT NUMBER: IG-5-6(98)303 |
| DATE OF CONTRACT: JULY 1, 1980 | DATE WORK STARTED: JULY 23, 1980 | ESTIMATED COMPLETION DATE: |
| AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN 0 SUPERVISION: 0 | SPECIFIED WORK DAYS | WORK DAYS USED |
| | SPECIFIED CALENDAR DAYS 180 | CALENDAR DAYS USED 180 |
| | SPECIFIED COMPLETION DATE | PERCENT OF TIME ELAPSED 100 |
| PROJECT AUTHORIZATION: $865,321.73 | | PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST 99 |
| EXCLUSIVE OF ENGINEERING: $796,705.91 | ENGINEERING AUTHORIZATION $68,615.82 | |
| ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $751,000.00 | ENGINEERING COST TO DATE $90,000.00 | PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION 98 |
| ESTIMATED PERCENT ~~OVERRUN~~ underrun 5.7 % | PERCENT OF AUTHORIZATION 131 % | DATE PROJECT WAS COMPLETED: February 27, 1981 |

## ESTIMATED PERCENT COMPLETE (ROADWORK)

| CLEARING | DRAINAGE | GRADING | BASE | OIL AND/OR PAVE. | MAT'L PROD | | |
|---|---|---|---|---|---|---|---|
| | | | GRADING | SURFACING | MAINTENANCE MATERIALS | OIL & BITUMINOUS MACADAM | PAVING |
| MILES IN PROJECT | | | | | | | |
| MILES PARTIALLY COMPLETED | | | | | | | |
| MILES COMPLETED | | | | | | | |
| TOTAL ESTIMATED QUANTITIES (CONTRACT) | | | | | | | |
| TOTAL QUANTITIES CORRECTED TO DATE | | | | | | | |
| ESTIMATED QUANTITIES MOVED OR PLACED TO DATE | | | | | | | |
| AVERAGE DAILY QUANTITIES | | | | | | | |
| AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME | | | | | | | |
| NUMBER OF SHIFTS PER DAY | | | | | | | |
| HOURS PER SHIFT | | | | | | | |

EQUIPMENT USED DURING THE WEEK

## ESTIMATED PERCENT COMPLETE (STRUCTURES)

| RAMP LOCATION | Broadway | Going Alberta | Portland | Union- Swift | Denver- Delta | Jatzen Intchg | Columbia | Lombard |
|---|---|---|---|---|---|---|---|---|
| PERCENT | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 |

| | | WEATHER | WORK DAYS CHARGED | HOURS DELAY | CAUSE OF DELAY |
|---|---|---|---|---|---|
| June SUNDAY | 28 | | 0 | | |
| MONDAY | 29 | fair | 0 | | |
| TUESDAY | 30 | fair | 0 | | |
| July WEDNESDAY | 1 | fair | 0 | | |
| THURSDAY | 2 | fair | 0 | | |
| FRIDAY | 3 | fair | 0 | | |
| SATURDAY | 4 | fair | 0 | | |

| GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK | |
|---|---|
| June SUNDAY 28 | No Activity |
| 29 MONDAY | No Activity |
| TUESDAY 30 | No Activity |
| July 1 WEDNESDAY | No Activity |
| THURSDAY 2 | No Activity |
| FRIDAY 3 | No Activity |
| SATURDAY 4 | No Activity |

**REMARKS**

Project Status: Signals complete February 27, 1981.

For Next Week: Semi final estimate will be submitt ed. This is the last Weekly Report to be submitted by this office.

SIGNED [signature] LOCATION PORTLAND, OREGON

JERRY C. STREET, RESIDENT ENGINEER

PRIME PRESIDENT SUBMIT 2 COPIES WHEN BRIDGES AND GRADING BOTH ARE INVOLVED SUBMIT 3 COPIES

SP 1218

STATE OF OREGON
Department of Transportation
Metropolitan Branch

INTEROFFICE MEMO
Telephone: 238-8226
Date: April 20, 1981

TO: H. S. Coulter
State Highway Engineer

File No: 626-1061

FROM: R. N. Bothman
Administrator

SUBJECT: I-5 North Ramp Metering Report

Attached are two copies of the second I-5 North Ramp Metering Report. This report covers the first eight weeks of operation on I-5 and describes our experience with the system.

As described in the report, traffic operation on I-5 North has improved with this system. The facility is operating near capacity with much smoother traffic flow. There are still unpredictable slow downs in the system caused by accidents or stalls, although based on information available, accidents experienced during peak periods have been reduced.

RNB:PE
Attachment

RECEIVED
STATE HWY ENGR
APR 21 '81
REFER TO
FOR
Info

# I-5 NORTH FREEWAY

## Ramp Metering

## First Eight Weeks of Operation

March 1981

Oregon Department of Transportation

Metropolitan Branch

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# EXECUTIVE SUMMARY

The purpose of this project is to assure that the I-5 North Freeway operates smoothly at its maximum capacity. This is accomplished by regulating the flow of traffic entering the freeway at the interchange ramps. Ramp metering provides this regulation.

Ramp meters have been installed at nine northbound and seven southbound entrance ramps within the six-mile section of I-5 between the Interstate Bridge and N.E. Broadway. Vehicles entering the freeway are metered through a traffic signal which allows one vehicle to pass during each cycle. Cycle lengths range from 4 to 12 seconds depending on location. The cycle length at each location was determined based on usage prior to metering and the total entrance ramp volume which could be accommodated on the freeway. Maintaining ramp volumes at such a level provides for smoother traffic flow. All metered ramps are designed with bypass lanes for carpools with two or more persons, buses and emergency vehicles. Vehicles using the bypass lanes are not metered and can, therefore, enter the freeway without stopping.

Since the implementation of ramp metering, northbound traffic operation during the peak period has improved significantly. The northbound average speed at the Denver on-ramp has increased from 12 to 38 miles per hour. Over the entire project length from Broadway to the Interstate Bridge, average northbound travel speed has increased from 17 to 30 miles per hour during the evening peak hour. In travel time, this equates to a savings of 9 minutes per vehicle. The volume of cars passing the Denver ramp during the peak three hour period of meter operation has increased from 6800 to approximately 9000.

Changes in southbound speeds and volumes have not been as substantial. The average speed during the peak period at the Lombard ramp has increased from 33 to 35 miles per hour. Over the length of the project, average travel speed has increased from 39 to 40 miles per hour. The volume of vehicles passing through this section at Lombard has remained relatively constant at 9,300 vehicles in the three-hour period.

In addition to these improvements, the evening peak period has been shortened from four hours to three hours. Also, an estimated 540 gallons of gasoline per day are being saved by the motorists. The accident rate for rear-end type accidents, the kind experienced with stop-and-go traffic, was 1.5 per week before ramp metering. One reportable accident, not related to ramp metering, occurred during the first two weeks of operation. Accidents not related to metering were also reported on February 3, during a period of ice and fog and on February 27. An incident on the Interstate Bridge stopped freeway traffic on January 14. The ramp metering system helped clear the freeway by holding the ramp traffic to an orderly flow while permitting the freeway to achieve normal operations more quickly. Other incidents were observed with varying impacts on freeway operation.

To introduce these new traffic management techniques, an extensive public education effort was undertaken. Twenty-five meetings with local businesses, neighborhood groups, and public officials were held. Signs on the metered ramps announced the anticipated meter turn-on and an information phone number. A handout was given to

each motorist using the metered ramps the day before meter turn-on. A significant effort was made to inform the news media of ramp metering, especially the air traffic reporters who broadcast traffic conditions during the peak hours. The result of these efforts has been a relatively smooth transition into ramp metering.

The Oregon State Police are providing enforcement on the project. Observed violations of ramp metering and carpool lanes have been less than four percent, well under the maximum considered acceptable.

Several minor timing adjustments were made during the initial two-week period to bring freeway operation up to desired levels. The carpool lanes at the Denver and Delta Park ramps were also closed for the same reason, while access to the Union/Swift carpool lanes was improved. These actions have resulted in reduced freeway congestion without significant increases in traffic back-up at ramp meters.

Peak direction traffic volumes on city streets at the Ainsworth Street screenline during the morning and evening peak periods have shown slight reductions.

# INTRODUCTION

This report summarizes the results of the first two months of operation of the I-5 North Ramp Metering project. Ramp metering on I-5 North was implemented on January 7, 1981. A report describing the initial two weeks of ramp meter operation was distributed in late January. Data obtained since that publication has been included in the following report. Although the effects of ramp metering will continue to be monitored, no further reports on this project are anticipated.

Ramp metering, a relatively low-cost freeway traffic management technique, was originally identified as one of several projects to improve traffic flow on I-5 in a report titled "I-5 North Freeway Improvement and Management Program, April 1979". Other projects identified in the 1979 report included several high-cost, capital-intensive proposals to improve traffic operations and safety.

The ramp metering project design began early in 1980 and moved quickly to a July contract. The total cost of construction for the ramp metering project was $720,000.

## PROBLEM STATEMENT

The six-mile section of I-5 north carries some of the highest traffic volumes of any roadway in the state.[1/] This facility serves both the Portland area from Vancouver, Washington and interstate and intercity trips to the Rivergate, Swan Island, and the southeast industrial areas.

Heavy on-ramp traffic volume at certain ramps[2/] contributed to stop-and-go freeway traffic conditions during morning and evening commute periods. At these ramps, platoons of three or more vehicles attempted to merge onto the freeway. These vehicle platoons aggravated the slow-down of freeway traffic causing a severely reduced capacity, inefficient vehicle operation, additional air pollution, and lost time to the motorist. A means of keeping the freeway operating at its peak efficiency was needed.

Heavy peak hour traffic volumes and the problems caused by excessive volumes merging onto the freeway from some of the entrance ramps provided an ideal opportunity to implement ramp metering as a means of achieving more efficient traffic operation.

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1/ 1979 average weekday traffic volumes measured at permanent recorder stations at the Interstate Bridge and Ainsworth Street, were 106,600 and 105,000 vehicles per day respectively. Only one other location within the State of Oregon exceeded these volumes.

2/ These ramps included northbound at Broadway (1100 vph), Union/Swift (1900 vph) and Delta/Denver (1300 vph) and southbound at Portland Boulevard (850 vph).

## PROJECT PURPOSE

The purpose of this project is to provide for a smooth flow of traffic on I-5 and to reduce travel time on I-5 north. Basically, the project involved limiting on-ramp traffic in a six-mile section of this freeway. The purpose is to reduce delay to the freeway users and gain optimum use of the freeway during the peak commute hours.

The science of controlling on-ramp traffic is not a new concept, however, it is the first project of this kind in the northwest.

An in depth traffic engineering study was made to indentify bottleneck sections of freeway and the optimum traffic the freeway could carry through these sections. The traffic volume entering the freeway is controlled by a ramp signal at each on-ramp. This volume is controlled to provide a balanced (volume/capacity) freeway section.

## PUBLIC INFORMATION

I-5 North Ramp Metering is a first for Oregon and the Pacific Northwest. An extensive effort was undertaken to acquaint the public with the concept of ramp metering.

Over 25 meetings were held with I-5 North area freeway users: neighborhood organizations, service clubs, businesses and their employes. The meetings included a movie on the operation of existing meters in other states and a demonstration of the way meters work.

A 10-page brochure was prepared and distributed wherever possible. A special effort was made to get information to highway users. Public information booths at the Lloyd Center, the Portland Zoo, Neighborfair, the Multnomah County Fair, and at the Jantzen Beach Mall were set up to distribute brochures and answer questions about ramp metering.

Flyers were prepared and handed out to motorists using the ramps to be metered the day before the meters were turned on. The flyer described ramp metering and encouraged people to reroute their trips to use the freeway more effectively.

A sign at each metered ramp identified the construction work for ramp metering. The sign included the phone number of a staff person who could answer questions about the meter system.

As a special part of the normal news media briefings, a meeting with the radio air traffic reporters was held to explain ramp metering. It was hoped that from their aerial perspective they would take a positive approach to ramp metering after it opened as they radioed current traffic information to the motorists. This has worked quite well, particularly after the second week of ramp metering when traffic began smoothing out. Air traffic reporters have encouraged motorists to use the system as intended.

With the meters in operation, follow-up press releases were issued every two days describing the latest results of metering, interviews with media personnel were held and staff members answered telephone inquiries from the public and aided in the rerouting of some motorists. In addition, the staff tried to help motorists select alternative routes, encouraging more effective use of the freeway corridor.

Following the first two weeks of ramp meter operation, a report describing the operation and results was prepared and distributed to other ODOT sections, State Police, City of Portland, Multnomah County, Federal Highway Administration and interested parties. Comments received have been incorporated into the text of this report where appropriate.

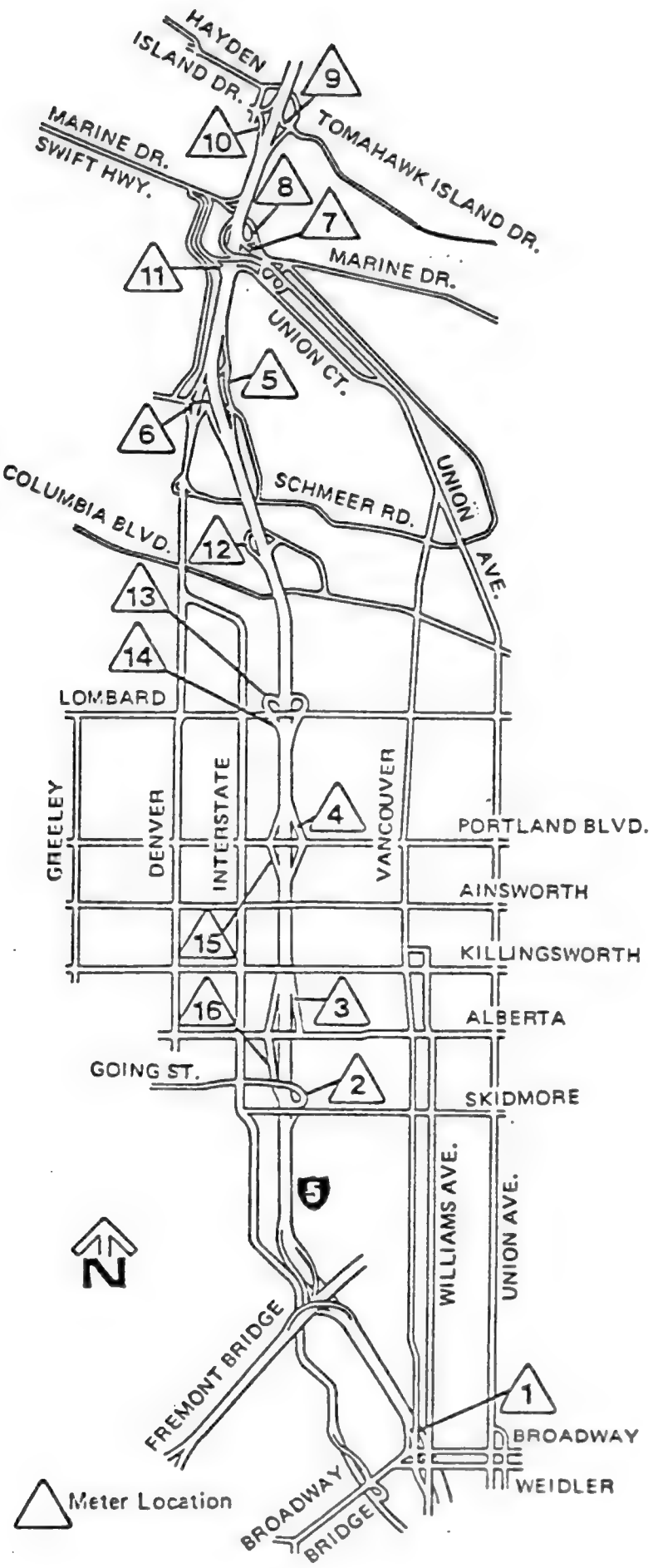
# DESCRIPTION OF THE PROJECT

## The Installation

The I-5 North Ramp Metering Project consists of the installation of nine northbound and seven southbound metered ramps between the Broadway Bridge and the Interstate Bridge (Figure 1). Each of these ramps provides for a metered lane (cars must stop at signal before proceeding to the freeway) and a carpool bypass lane (carpools and buses proceed directly to the freeway without stopping). A ramp meter consists of a standard traffic signal mounted overhead with an additional red-green light at eye-level view of the driver. The standard traffic signal head is visible above a line of cars at the meter. The motorists using the metered lane have a full view of the overhead signal as they proceed down the ramp; whereas the lower red-green indication is visible only to the motorists waiting for the green light at the stop line. The standard traffic signal head consists of the red, yellow, green indication. The yellow indication is only used during the initial turn-on period to warn the motorists that the metering is about to begin. Throughout the metering period only a red or green indication is shown on the overhead signal of that ramp. The placement of these ramp meters were established to provide adequate storage on the ramp for vehicles waiting for a signal without causing interference to adjacent intersections. An interior illuminated sign positioned at the crossroad intersection, turns on with the meters to advise motorists that the system is active.

At all of the on-ramps the high-occupant vehicle lane has been striped adjacent to the metered lane. The lane is identified by signing and pavement legends indicating "CARPOOL LANES". At all of the on-ramps except the Union-Swift ramp, this high-occupancy vehicle lane is provided for on the left-hand

# I-5 NORTH RAMP METERING




**Northbound**

1 Broadway/Williams
2 Going Street
3 Alberta Street
4 Portland Boulevard
5* Delta Park (Victory Blvd.)
6* Denver Avenue
7* Union Avenue
8* Swift Highway
9 Hayden Island

HOURS OF OPERATION
3:30 P.M. to 6:30 P.M. Monday - Friday
*3:00–6:00 pm

**Southbound**

10 Hayden Island
11 Swift Highway
12 Columbia Boulevard
13 Lombard from East
14 Lombard from West
15 Portland Boulevard
16 Alberta Street

HOURS OF OPERATION
6:30 A.M. to 9:30 A.M. Monday - Friday

**FIGURE 1**
**PROJECT VICINITY MAP**

side of the metered lane. The Union-Swift high-occupancy vehicle lane was placed on the right due to the physical constraints of that on-ramp and the interference that might be caused with the vehicles stored at the meter. A minimum of 300 feet is available beyond the meter for the high-occupancy vehicles and the metered vehicles to merge before entering the freeway.

## The Operation

The ramp metering system used on I-5 North is operated as a fixed-time system. This means the system is not sensitive to daily variation in traffic volumes. A fixed-time system requires the metering rates to be developed based on the existing traffic volume demand for the freeway and the ramps, and the capacity of the facility. These rates have been established to balance freeway demand with capacity. The rates are set into the controller equipment to adjust the traffic signal timing at 30-minute intervals to match the anticipated freeway traffic flow.

When the ramp meter is turned on the motorist will first see an interior illuminated sign advising that the meter is on. For the first 15 seconds of operation the yellow signal indication will caution motorists that metering is about to start. Then the signal goes to the red-green cycle to meter the traffic. A motorist will see the red signal when approaching the stop line; first the overhead signal and then the eye level signal at the stop line. Each car receives a two-second green light to indicate the motorist should proceed through the meter. The red light stops the following car. The red light will last from two seconds (minimum) to ten seconds (current maximum) depending on the volume of traffic the freeway can carry at that location.

Carpools and buses approaching the meter are provided a bypass lane that, through appropriate signing, allows unrestricted passage through the meter. These cars merge with the metered traffic just beyond the metering signal.

The effect of the meter is twofold. It reduces the volume of cars entering the freeway and spaces the entering vehicles so their merging has minimal effect on freeway traffic.

## Data Collection

Traffic volume and speed information is recorded daily at each metered ramp by use of magnetic loops cut in the pavement. The speed and volume is recorded in 15-minute intervals for each lane of the freeway in advance of each on-ramp. Traffic volume in each metered lane and HOV lane is also recorded for each 15-minute period. This data is recorded on cassette tapes which are normally picked up twice a week and brought to the office for processing and analysis.

This information provides a base to carry out further adjustments required on the system to maintain an efficient operation as well as providing a historical record of operation. A sample of the data output provided by the metering equipment is included in the Appendix.

In addition to the speed/volume information on the freeway and HOV lane usage, violation of the metered lane is also recorded. This violation count data at the meters provides a quick detection when improper use of the ramp meter is occurring and can signal the need for enforcement.

## PROJECT OBJECTIVES

The objectives of the I-5 North ramp metering project are:

1. Decrease travel time in this corridor during peak periods
2. Improve safety by decreasing accidents
3. Decrease fuel consumption in this corridor caused by excessive delays.

During the course of the study leading to the "I-5 North Freeway Improvement and Management Program" report, a task force of representatives from FHWA, City of Portland, Multnomah County, State Police and ODOT was formed to review the findings and recommendations. The members of this task force agreed that the ramp metering project was a low-cost improvement strategy which could be implemented in a relatively short time and provide immediate benefits to the motorist using this corridor. The task force was active during the design phase of the project and provided much useful input and aid in bringing the project to contract rapidly.

## RESULTS

### A. Travel Time

Ramp metering on I-5 North has signficantly reduced freeway travel time during the evening peak period. The average travel time for all northbound vehicles during the three hour, evening metering period has been reduced five minutes, with the greatest reduction of nine minutes noted during the highest volume hour. A slight (less than one minute) reduction in southbound travel time has been recorded as averaged over the three hour, morning period of meter operation. Travel time data for both northbound and southbound metering periods are summarized in Figure 2.

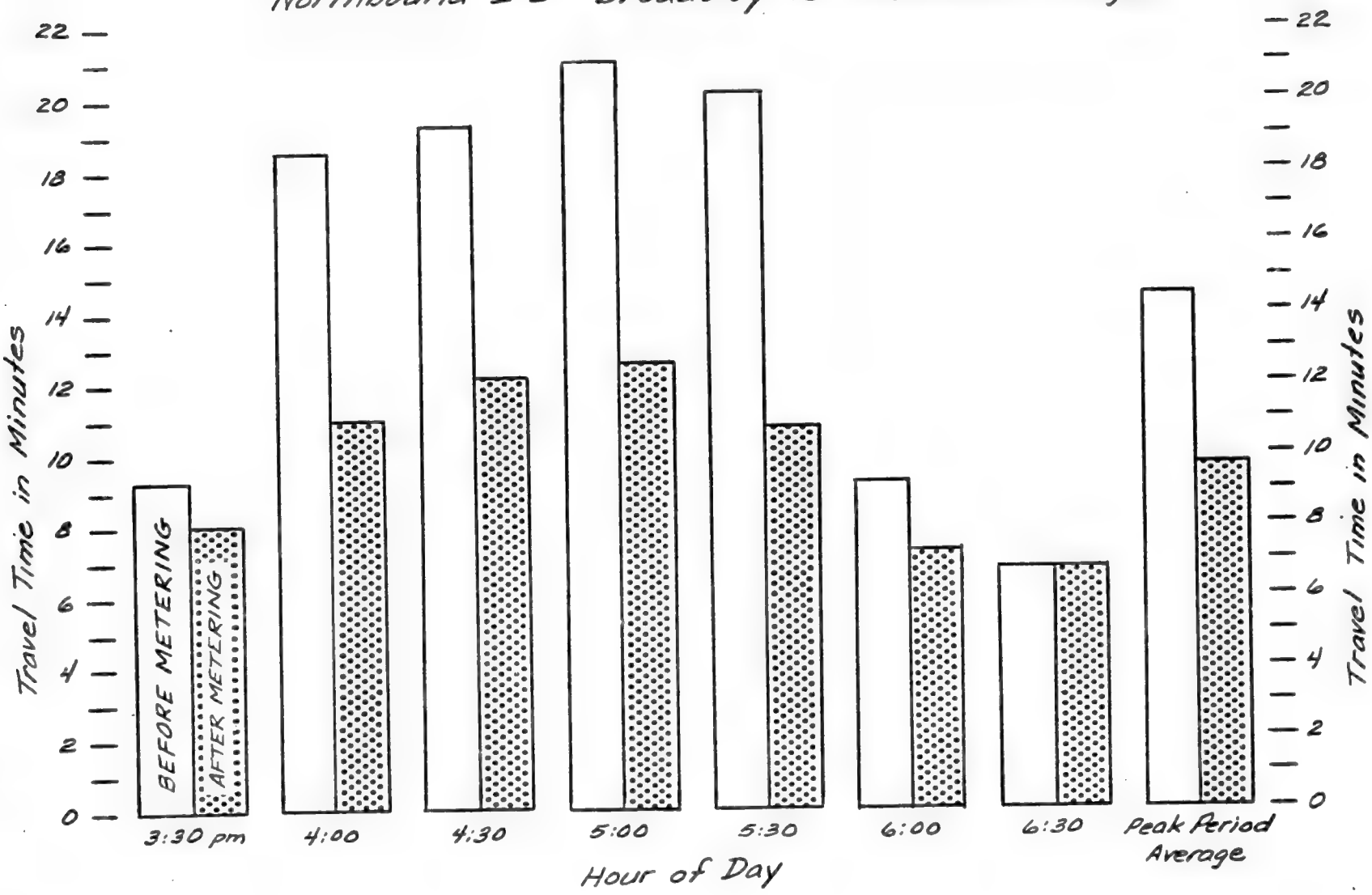
Reduction of travel time is a stated goal of the ramp metering project. Prior to ramp metering, northbound peak hour travel times averaged more than 20 minutes. The average travel time during the 3:30 to 6:30 p.m. northbound peak period was over 14 minutes. Peak hour travel time during the first two months of ramp metering have been reduced to about 12 minutes northbound - a 40 percent reduction. During the 3-hour period of ramp metering, overall northbound travel time has been reduced 30 percent.

The actual benefits of reduced travel time are best described by the effect such reductions have on total vehicle-hours of travel. The calculation of vehicle-hours considers not only the average travel time but also the volume of vehicles which may be afforded reduced travel time on a section-by-section basis. Although little change has been noted in southbound vehicle-hours of travel, northbound vehicle-hours have been reduced approximately 30 percent (340 vehicle-hours) in the evening peak hour.

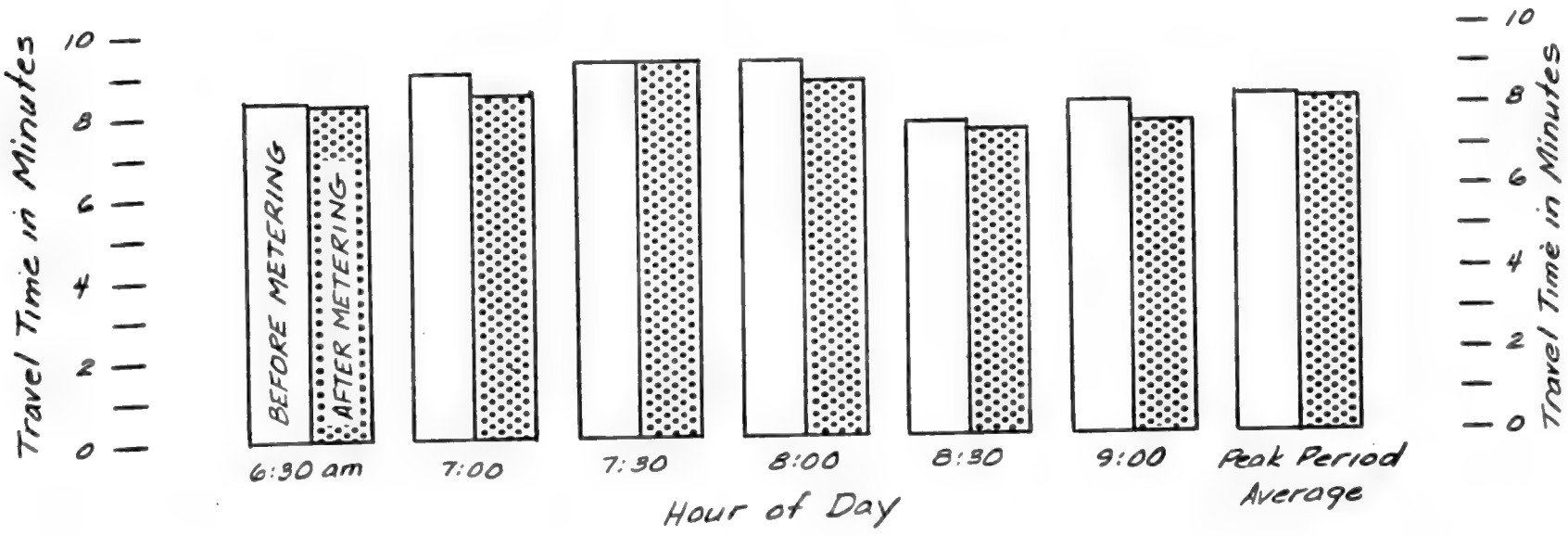
Figure 2

Travel Time Summary

Northbound I-5 Broadway to Interstate Bridge




Southbound I-5 Interstate Bridge to Broadway



B. Speeds

The reduction in travel times resulting from ramp metering is reflected in greatly improved travel speeds on northbound I-5. Prior to ramp metering, the northbound peak hour travel speed was 17 miles per hour. During the two months following the implementation of ramp metering, the average speed has increased to 30 miles per hour. Little change has been noted in southbound peak hour travel speeds which have increased from 39 to 40 miles per hour as averaged over the six-mile project length.

Additional improvements in peak hour travel speeds by as much as 5 m.p.h. can be realized through the elimination of the bottleneck section at Portland Boulevard. The addition of a third travel lane in both the northbound and southbound directions was proposed in the April, 1979 analysis. This modification is discussed in the section titled system modifications.

C. Traffic Flow

C-1. Freeway and Ramps

During the evening peak hour, northbound freeway travel has increased eight percent as compared to the same period in 1980. This increase in freeway travel, as measured in vehicle-miles, has occurred partly as a result of motorists accessing the freeway earlier in the course of their trips. The northbound peak hour volume crossing the Interstate Bridge has remained approximately the same as that recorded during the January-February period in 1980 (4900 vph) while peak hour volumes passing the Ainsworth recorder near the south end of the project have increased substantially (3900 vph in 1980 to 4150 in 1981). An explanation of the changes in vehicle-miles of freeway travel without an increase in traffic volumes crossing the Interstate Bridge is con-

tained in the following paragraphs.

Entrance ramp volumes at the six ramp meter locations north of Ainsworth exhibit a net decrease of about 650 vehicles during the peak hour. Three metered entrance ramps south of Ainsworth have experienced a net increase in peak hour volume of about 150 vehicles. Based on the peak hour volume at the Ainsworth recorder, an additional 100 to 150 vehicles have entered the freeway at uncontrolled locations outside the project limits.

In addition to the reduction in entrance ramps volumes at locations north of Ainsworth, a large reduction in exit ramp volumes has also been measured during the peak hour. The reduction in on-ramp volumes north of Ainsworth not otherwise accounted for at locations south of that location is offset by the reduction in vehicles leaving the freeway. This finding supports an earlier conclusion that prior to ramp metering vehicles traveling on the freeway would exit at Lombard or Delta Park to avoid local congestion and re-enter at the Denver/Delta on-ramp. Based on available data, it is estimated that 350 vehicles during the peak hour made such a maneuver, assuming that such a practice has been eliminated by the improved freeway operation.

Data obtained during the 3:30 to 6 p.m. period prior to and after implementation of ramp metering indicates a drop in entrance ramp volumes from 10,700 to 9,800. Increased traffic volume at Ainsworth indicates that 600 vehicles have accessed the freeway at locations to the south.

The remaining volume, as in the case of the peak hour, would be those vehicles formerly exiting and re-entering the freeway.

Changes in ramp volumes resulting from metering can be found in Figure 3. Figures 4 and 5 depict freeway volumes at selected locations during ramp metering periods. Table A-1 in the Appendix summarizes average speed and traffic volumes for the 6:30 to 9:30 a.m. and 3:30 to 6:30 p.m. metering periods on a day-to-day basis. The data contained in these tables was compiled from information obtained by the metering equipment installed at all ramps.

C-2. Local Streets

Special efforts were made in the design of the ramp metering project to prevent ramp queues from interfering with city street traffic. This has been quite effective. Only at the Portland Boulevard southbound freeway entrance ramp has there been any back-up onto city streets. Back up at this on-ramp was anticipated during design. This usually occurs for less than a 15-minute period around 7:45 a.m. and has not resulted in any major problems.*

Traffic conditions on the city streets have not changed appreciably. This is verified by traffic counts taken on the five major streets along the Ainsworth screenline as shown in Table 1. Traffic counts were taken on these streets in November 1979, November 1980, and again in 1981 since ramp metering was implemented. Total evening peak period volume has decreased about 550 vehicles per hour (3.8%). A

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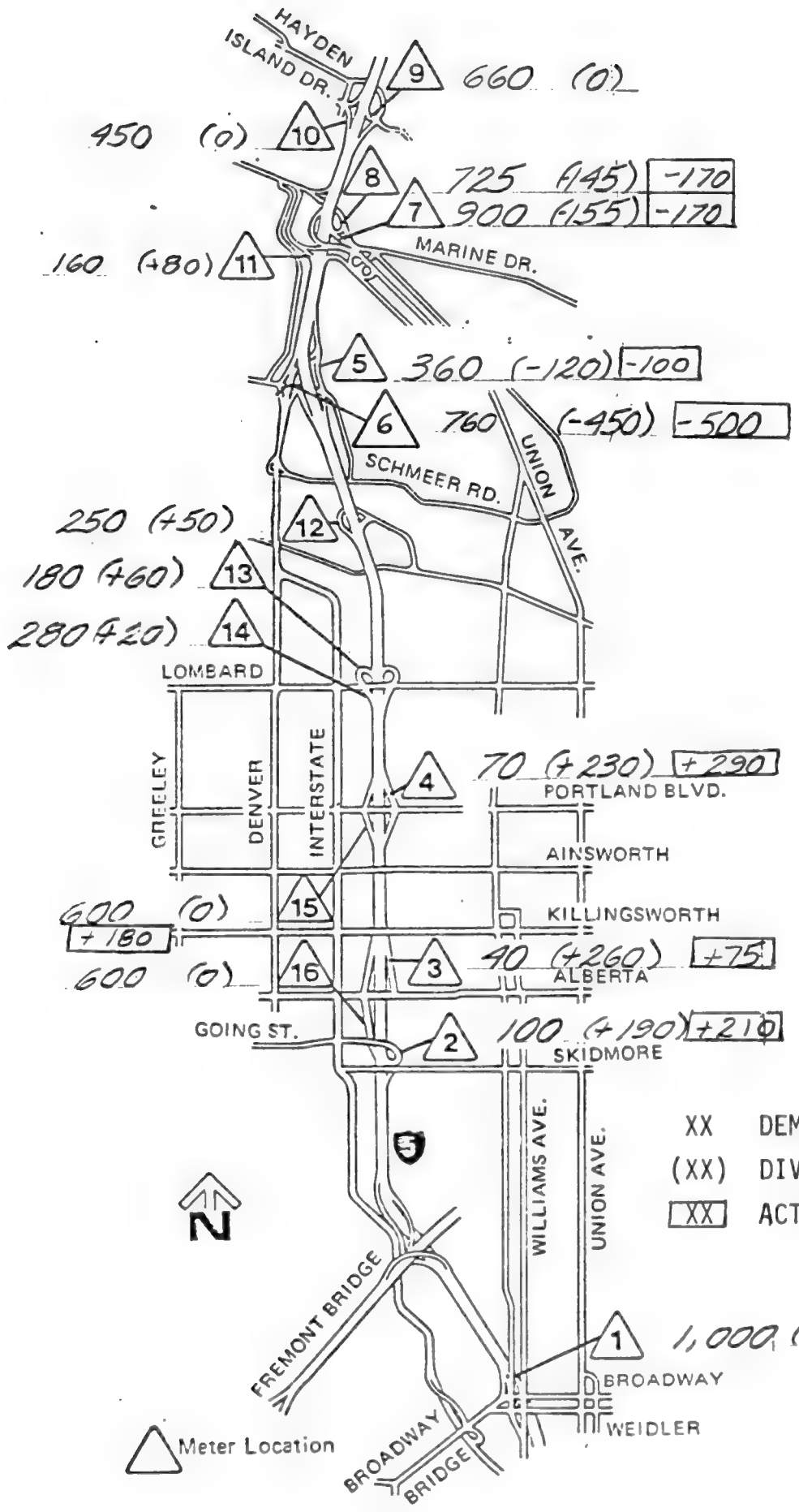
* Traffic signals at the Portland Blvd. ramp terminals were installed in late March, 1981. The effect of these signals on ramp meter operation is presently being observed.

# I-5 NORTH RAMP METERING

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HOURS OF OPERATION
6:30 A.M. to 9:30 A.M. Monday - Friday

**FIGURE 3**

XX DEMAND PEAK HOUR VOLUME
(XX) DIVERTED PEAK HOUR VOLUME (GOAL)
[XX] ACTUAL DIVERTED PEAK HR VOLUME

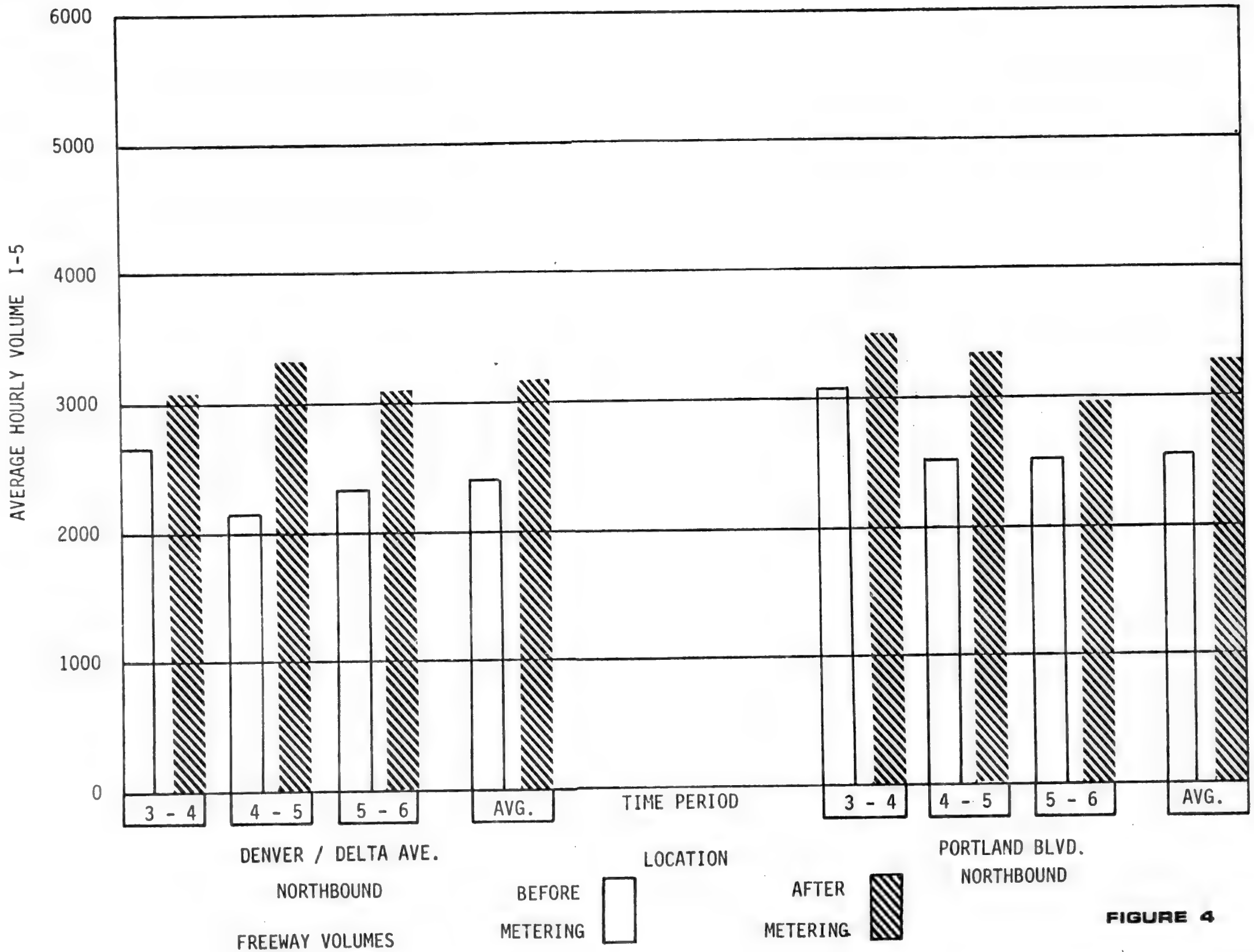

6000
5000
4000
3000
2000
1000
0
AVERAGE HOURLY VOLUME I-5
3 - 4
4 - 5
5 - 6
AVG.
TIME PERIOD
3 - 4
4 - 5
5 - 6
AVG.
DENVER / DELTA AVE.
NORTHBOUND
PORTLAND BLVD.
NORTHBOUND
LOCATION
BEFORE METERING
AFTER METERING
FREEWAY VOLUMES

FIGURE 4

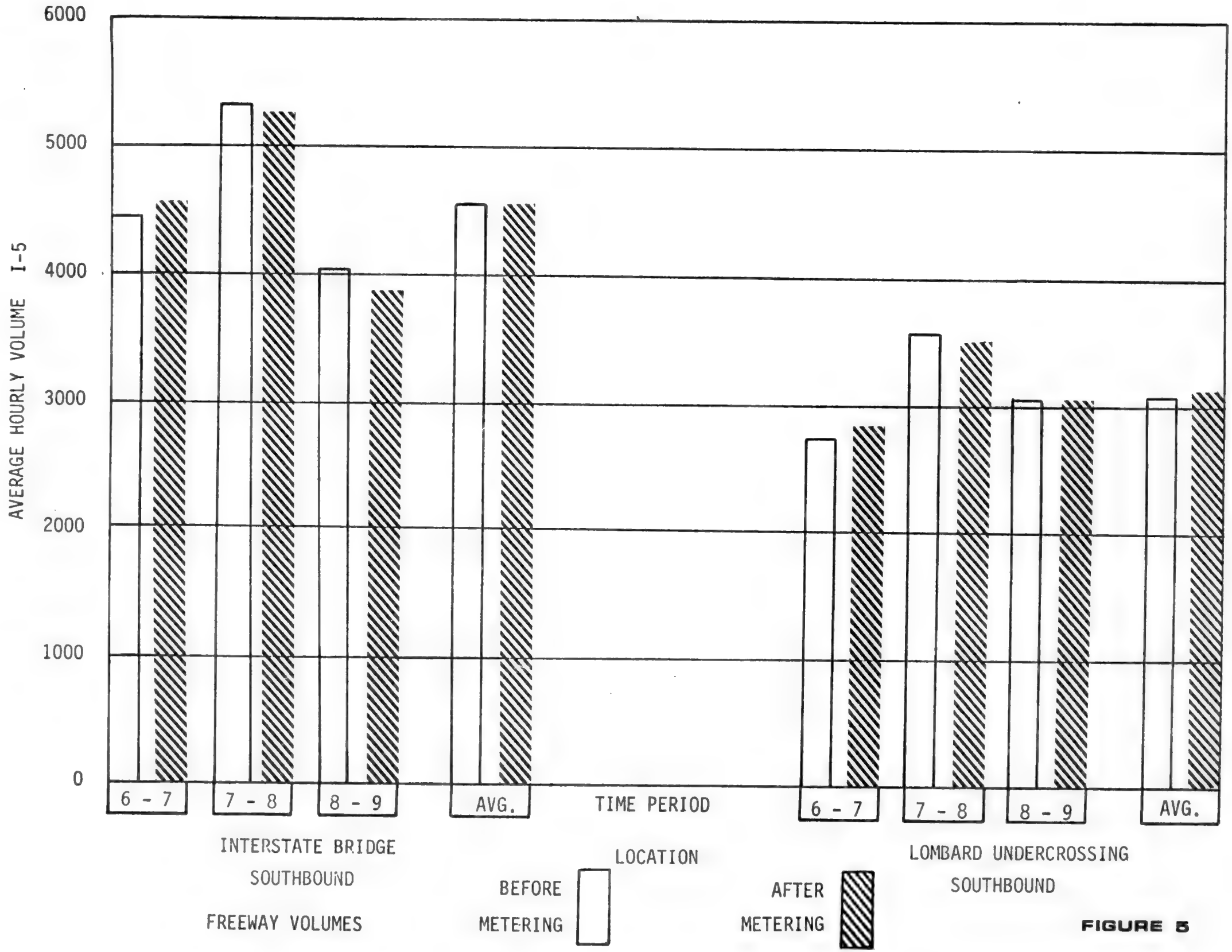

6000
5000
4000
3000
2000
1000
0
AVERAGE HOURLY VOLUME I-5
6 - 7
7 - 8
8 - 9
AVG.
TIME PERIOD
INTERSTATE BRIDGE
SOUTHBOUND
FREEWAY VOLUMES
LOCATION
BEFORE METERING
AFTER METERING
LOMBARD UNDERCROSSING
SOUTHBOUND

FIGURE 5

## TABLE 1

Hourly Traffic Volume
On City Streets at Ainsworth Cutline

| | Vehicles Per Hours | | | | | |
|---|---|---|---|---|---|---|
| | AM | | PM | | | |
| | 7-8 | 8-9 | 3-4 | 4-5 | 5-6 | AWDT |
| Union NB | 190<br>(N/A)<br>[300] | 280<br>(N/A)<br>[385] | 560<br>(N/A)<br>[700] | 615<br>(N/A)<br>[770] | 580<br>(N/A)<br>[700] | 6960<br>(N/A)<br>[8400] |
| Union SB | 310<br>(N/A)<br>[490] | 365<br>(N/A)<br>[500] | 605<br>(N/A)<br>[750] | 595<br>(N/A)<br>[750] | 520<br>(N/A)<br>[630] | 7040<br>(N/A)<br>[8500] |
| Vancouver NB | 95<br>(95)<br>[75] | 120<br>(120)<br>[100] | 245<br>(285)<br>[300] | 335<br>(430)<br>[320] | 330<br>(350)<br>[300] | 2700<br>(3000)<br>[2900] |
| Vancouver SB | 340<br>(355)<br>[280] | 295<br>(320)<br>[260] | 355<br>(415)<br>[300] | 315<br>(400)<br>[340] | 270<br>(290)<br>[230] | 4000<br>(4500)<br>[3000] |
| Albina NB | 60<br>(90)<br>[80] | 105<br>(160)<br>[100] | 230<br>(270)<br>[180] | 280<br>(350)<br>[260] | 285<br>(310)<br>[210] | 2300<br>(3000)<br>[2000] |
| Albina SB | 165<br>(140)<br>[150] | 165<br>(140)<br>[150] | 200<br>(170)<br>[170] | 155<br>(180)<br>[150] | 165<br>(130)<br>[130] | 2200<br>(1900)<br>[1900] |
| Interstate NB | 180<br>(180)<br>[180] | 250<br>(250)<br>[240] | 730<br>(730)<br>[640] | 950<br>(950)<br>[950] | 780<br>(780)<br>[800] | 7500<br>(7100)<br>[6500] |
| Interstate SB | 520<br>(450)<br>[540] | 315<br>(280)<br>[320] | 520<br>(500)<br>[440] | 425<br>(425)<br>[420] | 345<br>(325)<br>[330] | 5600<br>(5500)<br>[5600] |
| Greeley NB | 285<br>(200)<br>[200] | 275<br>(220)<br>[220] | 830<br>(660)<br>[650] | 1070<br>(830)<br>[830] | 835<br>(660)<br>[700] | 7200<br>(5700)<br>[6000] |
| Greeley SB | 670<br>(630)<br>[650] | 335<br>(330)<br>[330] | 355<br>(330)<br>[350] | 305<br>(300)<br>[330] | 250<br>(220)<br>[260] | 5000<br>(5100)<br>[5100] |
| Total Northbound 1/ | 810<br>(865)<br>[835] | 1030<br>(1135)<br>[1045] | 2595<br>(2645)<br>[2470] | 3250<br>(3330)<br>[3130] | 2810<br>(2800)<br>[2710] | 26,660<br>(27,200)<br>[25,800] |
| Total Southbound 1/ | 2005<br>(2065)<br>[2110] | 1475<br>(1570)<br>[1560] | 2035<br>(2165)<br>[2010] | 1795<br>(2055)<br>[1990] | 1550<br>(1595)<br>[1580] | 23,840<br>(23,800)<br>[24,100] |
| TOTAL 1/ | 2815<br>(2930)<br>[2945] | 2505<br>(2705)<br>[2605] | 4630<br>(4810)<br>[4480] | 5045<br>(5385)<br>[5120] | 4360<br>(4395)<br>[4290] | 50,500<br>(51,000)<br>[49,900] |

1/ Totals include estimate made for Union Ave. during 1980 (under construction)

00 = 1981 volumes
(00)= 1980 volumes
[00]= 1979 volumes

widening project is underway on Union Avenue since the 1979 traffic counts were taken, however, it is felt this has had very little effect on traffic in this corridor since most of the traffic which may have diverted, moved to one of the other major streets in this screenline.

The anticipated change in northbound evening peak hour traffic on these city streets was 190 vehicles compared to the actual volume of 80 vehicles per hour as shown by the traffic count. Additional reductions in traffic volumes not specifically discussed in earlier studies have occurred during the hour preceeding the northbound peak hour and in southbound traffic volumes during the evening peak period. Neither the anticipated nor measured reductions in traffic volumes can be considered significant when compared to total daily volumes crossing the screenline. Prior to the implementation of ramp metering, ODOT and the City of Portland agreed to a condition that during the first year, traffic volumes crossing the screenline would not exceed 4400 vehicles per hour in the peak direction during the times of day the ramp metering system is in operation. This condition has been met. Morning and evening peak hour volumes were 2005 and 3250 vph respectively in 1981.

D. Energy Savings

Improved freeway traffic flow was projected in the April 1979 Ramp Metering Report to reduce fuel consumption by 29 percent. This reduction was anticipated as a result of greatly improved travel speeds, particularly in the northbound freeway section between Portland Boulevard and the Union/Swift Interchange. Data to date indicates an actual fuel consumption reduction of 22 percent, adjusted to reflect

ramp meter wait time. Based on 1975 fuel consumption data from the Environmental Protection Agency this reduction would result in a savings of 540 gallons of gasoline per day.

## ACCIDENTS

Accident data for I-5 North was compiled for the full year 1977 and is shown in the April 1979 report. Over the ensuing years this has proved to be a typical year for accidents in this corridor.

Between the Broadway interchange and the Interstate Bridge, 171 total reported accidents occurred in the northbound direction and 103 in the southbound direction. Sixty-seven of the 171 northbound accidents occurred during the 3-6 p.m. peak hours (about 40 percent), while 21 of the 103 total accidents occurred in the southbound 6-9 a.m. peak period.

Northbound, 63 of the 67 reported accidents (94 percent) were rear-end type accidents. This high number of rear-end type accidents can be attributed to the stop-and go conditions that prevailed during peak periods prior to ramp metering.

Accident records for the period since ramp metering has been in operation are not yet available due to the time required for filing and compiling reports. The following list describes dates and accidents which have been observed by ODOT personnel or by the traffic watch people from the radio stations.

| | |
|---|---|
| 1/8 | Accident NB at Fremont Bridge |
| 1/8 | Observed minor accident on Delta on-ramp |
| 2/3 | Accidents both NB and SB during the early morning periods stopped traffic. Accidents due to fog and ice. |
| 2/27 | Three separate accidents NB in evening within a 1½ hour period at different locations on I-5 northbound. |

Accidents on or near the freeway during peak periods affect the capacity of the freeway. After two months of operation, ramp metering is achieving

the goal of improved safety on the freeway. Stop and go traffic conditions have been eliminated which reduces the potential for rear-end accidents on the freeway. Only one accident described above could be said to be associated with ramp metering.

Based on the limited data available, an average of one accident per week has been recorded since the implementation of ramp metering. (Total of both directions during metering periods.) The data presented earlier in this section indicates a rate of 1.75 accidents per week prior to metering.

## MEASURES OF EFFECTIVENESS

The project objectives, measures of effectiveness (MOE) and results are briefly described in the following table:

| Objective | MOE | Results |
|---|---|---|
| 1. Decrease peak period travel time. | Before and after travel time studies<br><br>Vehicle hours of travel (VHT) | Peak period: 30% reduction northbound, 2% reduction southbound<br><br>Peak hour: 30% reduction northbound 1% reduction southbound |
| 2. Improve safety | Accident Rates adjusted for volume changes | Accident potential reduced but statistics not yet available. |
| 3. Decrease Fuel Consumption | Changes in VHT | Reduction in fuel consumption originally estimated to be 29% during peak hour. Data to date indicates reduced consumption near 22% |

## VIOLATIONS

Between February 4 and March 3, 1981, manual counts were obtained at all metered ramps with HOV bypass lanes to determine violation rates. Violations were classified into two groups: Vehicles in the metered lane failing to stop at the signal (referred to as a meter violation) and single-occupant vehicles using the bypass lane (HOV violation). All counts were made during the metering period and summarized by 15-minute time periods. Data collected generally represented the peak one-hour periods from 7 to 8 a.m. southbound, and 4:30 to 5:30 p.m. northbound. A summary of data is found in Table 2. Violations are shown in this table as a percent of total ramp volume observed during all 15 minute count periods.

Sub-totals by direction indicated that vehicles with two or more occupants, legally using the bypass lanes, accounted for 20.7 percent of the total northbound ramp volumes and 21.3 percent of the total southbound ramp volumes, for an overall average of 21.0 percent. HOV violations were calculated to be 2.0 and 2.8 percent of total northbound and southbound ramp volumes respectively. The overall violation rate of 2.4 percent was well within the maximum tolerable violation rate of 10 percent. HOV violation rates at individual locations ranged from 1.2 to 8.5 percent.

Meter violations were calculated to be 1.3 percent at northbound ramps and 0.9 percent at southbound ramps for an overall average of 1.2 percent. Individual locations generally ranged from 0 to 3.3 percent with one low volume location exceeding 10 percent. (Based on five violations out of a total volume of 47 vehicles.)

The total violation rate (HOV and meter violations) of 3.6 percent is much lower than anticipated. Such a rate is a good indication of a high level of cooperation on the part of motorists using I-5 and the enforcement by the State Police during the ramp metering operation.

## TABLE 2
## RAMP METER VIOLATION SUMMARY

| NO. | LOCATION | COUNTS* | TOTAL VOLUME | BYPASS LANE | | | METERED LANE | | |
|---|---|---|---|---|---|---|---|---|---|
| | | | | VOLUME | VIOLATION | PERCENT | VOLUME | VIOLATION | PERCENT |
| 1 | Broadway | 2 | 342 | 67 | 4 | 1.2 | 275 | 7 | 2.5 |
| 2 | Going | 6 | 472 | 114 | 9 | 1.9 | 358 | 8 | 2.2 |
| 3 | Alberta | 2 | 55 | 12 | 3 | 5.5 | 43 | 0 | 0 |
| 4 | Portland Bl. | 2 | 215 | 62 | 5 | 2.3 | 153 | 1 | 0.7 |
| 7 | Union | 2 | 344 | 120 | 10 | 2.9 | 224 | 1 | 0.4 |
| 8 | Swift | 4 | 520 | 118 | 6 | 1.2 | 402 | 0 | 0 |
| 9 | Hayden Island | 4 | 573 | 79 | 14 | 2.4 | 494 | 17 | 3.0 |
| | Northbound Total | 22 | 2521 | 572 | 51 | 2.0 | 1949 | 34 | 1.3 |
| 10 | Hayden Island | 4 | 366 | 63 | 5 | 1.4 | 303 | 12 | 3.3 |
| 11 | Union/Swift | 2 | 47 | 4 | 4 | 8.5 | 43 | 5 | 10.6 |
| 12 | Columbia | 2 | 129 | 30 | 9 | 7.0 | 99 | 2 | 2.0 |
| 13 | Lombard WB | 2 | 84 | 16 | 1 | 1.2 | 68 | 1 | 1.5 |
| 14 | Lombard EB | 3 | 199 | 42 | 4 | 2.0 | 157 | 0 | 0 |
| 15 | Portland Bl. | 4 | 778 | 236 | 23 | 3.0 | 542 | 0 | 0 |
| 16 | Alberta | 3 | 526 | 123 | 14 | 2.7 | 403 | 0 | 0 |
| | Southbound Total | 20 | 2129 | 514 | 60 | 2.8 | 1615 | 20 | 0.9 |
| | TOTAL | 42 | 4650 | 1086 | 111 | 2.4 | 3564 | 54 | 1.2 |

* Represents the number of 15-minute manual counts obtained at each location. Volumes shown above reflect total vehicles observed during all samples. Violations are calculated as a percent of total volume. Observed lane volumes were verified using data obtained by automatic counters at each location. Bypass lanes at ramps 5 and 6 were not operational during the study period.

## ENFORCEMENT

Enforcement of the ramp metering system is the responsibility of the Oregon State Police. During the first few days of ramp metering there were extremely heavy concentrations of the Oregon State Police at all ramps. City Police and the Multnomah County Sheriff were also observed circulating the system. The enforcement effort of the State Police has been very effective in minimizing violations and problems with the system.

A study of violations and violation rates can be found in the previous section of this report. Item 6 in the System Modifications section summarizes actions taken to improve enforcement.

During January and February, the State Police issued seven warnings and 13 citations for HOV lane violations. Six warnings and four citations for meter violations were issued during this same period.

## RAMP BACKUPS

Based upon observation of the system operation, none of the metered on-ramps experienced excessive backup of traffic during normal operation.

Most of the on-ramp users of the system experience very minor delays in accessing the freeway. Southbound during the morning metering periods, only the Portland Boulevard on-ramp shows any delay at the meter. This occurs for a very short period around 7:45 a.m. All other ramps during the morning period show only a couple vehicles at one time at the meter.

The northbound Broadway ramp meter has not caused any backup or problem at the signalized intersection near the ramp entrance. Both Going Street and Alberta Street on-ramps are not fully utilized to the meter rates established. The Portland Boulevard on-ramp has increased over four times the original 60 vehicles per hour using this ramp.

Denver Avenue shows some traffic backups at this meter until about 6 p.m. The normal backup at this meter averages 35 vehicles for a wait time of about seven minutes. The Delta on-ramp experiences a backup of 20 - 25 vehicles for only about a 45 minute period. This represents a four to five minute wait. By 5:30 p.m. the backup has dissipated. Before ramp metering, backup of cars on Denver and Delta have been observed to be 80 and 100 cars respectively.

During the first several weeks of ramp metering, Union Avenue traffic was found to backup to the sign bridge which is about 1700 feet south of the meter. Since that time, the backup has been nearer one-half that distance for about a seven and one-half minute wait at the meter. Marine Drive has a normal backup about the same length and wait time as Union

Avenue. The maximum queue length on Swift Avenue has been to the main entrance to the P.I building which is about a six minute wait. This is shorter than the average 60 vehicle queue before ramp metering.

The Denver Avenue and Union/Swift ramps have the largest backup of any of the metered on-ramps. Observation and photographs of those ramps before metering were used to compare the after ramp metering backup. From this data and from the recovery of the freeway to a free-flow operation much sooner since ramp metering, a substantial improvement has been made on I-5 north with the project.

The maximum number of vehicles observed at each on-ramp are equal to or less than that anticipated from calculations made before ramp metering was in effect. These calculations were made from ramp count data and proposed meter rates fed into a ramp meter computer simulation model. The only exception to this calculated queue is on Union Avenue where calculation showed a maximum volume of 21 vehicles while an average of 30 vehicles are observed. This ramp is compilicated by the Marine Drive access near the ramp entrance.

## SYSTEM MODIFICATIONS

Several modifications to the ramp metering system have been made during the two month period since the project began operation. Other modifications are presently being made or are being studied for possible implementation. A summary of all such modifications is presented in Table 3. (Locations are shown in Figure 6)

The most significant changes to the ramp metering system were made in the Delta Park-Slough Bridge section on northbound I-5. Prior to implementation, the proposed period of meter operation at the Union Avenue and Swift Boulevard entrance ramps was changed from 3:30-6:30 p.m. to 3-6:30 p.m. The revised time period was more consistent with the period of maximum congestion on the freeway. Several days after ramp metering began, the 3-6:30 p.m. metering period was also programmed at both the Denver and Delta Park entrance ramps. Whereas the additional 30 minutes greatly improved freeway operation, it was apparent that during certain periods, excessive entrance ramp volumes at Denver/Delta continued to result in freeway congestion. Following some unsuccessful attempts in re-timing the ramp meters at these locations, the closure of the bypass lanes was adopted as being the best alternative. On Monday, January 19, the bypass lanes at Delta Park and Denver Avenue were closed with temporary barricades. This action has resulted in a significant reduction in freeway congestion in this area without a significant increase in traffic backup at the ramp meters.

The freeway section through the Portland Boulevard interchange is presently being studied to determine the possible benefits which may be derived by widening. The analysis to date indicates that increasing the number of southbound travel lanes from two to three would effectively

eliminate the existing bottleneck. This conclusion is consistent with that presented in the April 1979 analysis. The existing three-lane section ends at the northbound exit ramp to Portland Boulevard. A third lane is added at the Portland Boulevard entrance ramp but terminates approximately 0.5 miles north at Lombard. Additional analysis is required to determine if widening would eliminate the bottleneck or merely move it north to Lombard. The conclusions on the widening both northbound and southbound will be made after the signal on Portland Boulevard at the ramp terminals is turned on to determine the effect of this signal, if any, in easing the problem.

During the first few days of operation, there were indications of problems with large trucks which were required to stop at the meter, then not being able to accelerate to freeway speeds by the time they merged with the freeway traffic. Columbia Boulevard was identified as one location where there is about a three percent grade at the meter. This location, as well as Swift Boulevard, which is on a one percent grade, were closely observed during different times. Observation did not bear out these indications. Since that time, the large trucking firms which have opportunities to use this ramp during metering periods, were contacted by phone. The conclusion from these contacts was that since the drivers have become familiar with the system, problems are minimized. Many firms contacted indicated most of their fleet is dispatched after 9 a.m. This meter now turns off at 9 a.m. since traffic count information shows a high percentage of vehicles on this ramp are trucks and the freeway is beginning to return to normal at this time. Further study will also be made on the

effect of allowing motorcycles use the HOV lane to bypass the meter. The primary reason for this consideration is that a motorcycle will not always be detected by the loops in the pavement because of the smaller mass of metal.

One other observation has been made on the lower lane volumes recorded on I-5 north versus some of the other freeways in Portland. The conclusion for the lower lane volumes is the result of a high number of trucks on this freeway during the peak period. Trucks in heavy traffic and particularly where there is a grade involved will have an impact on capacity of the roadway.

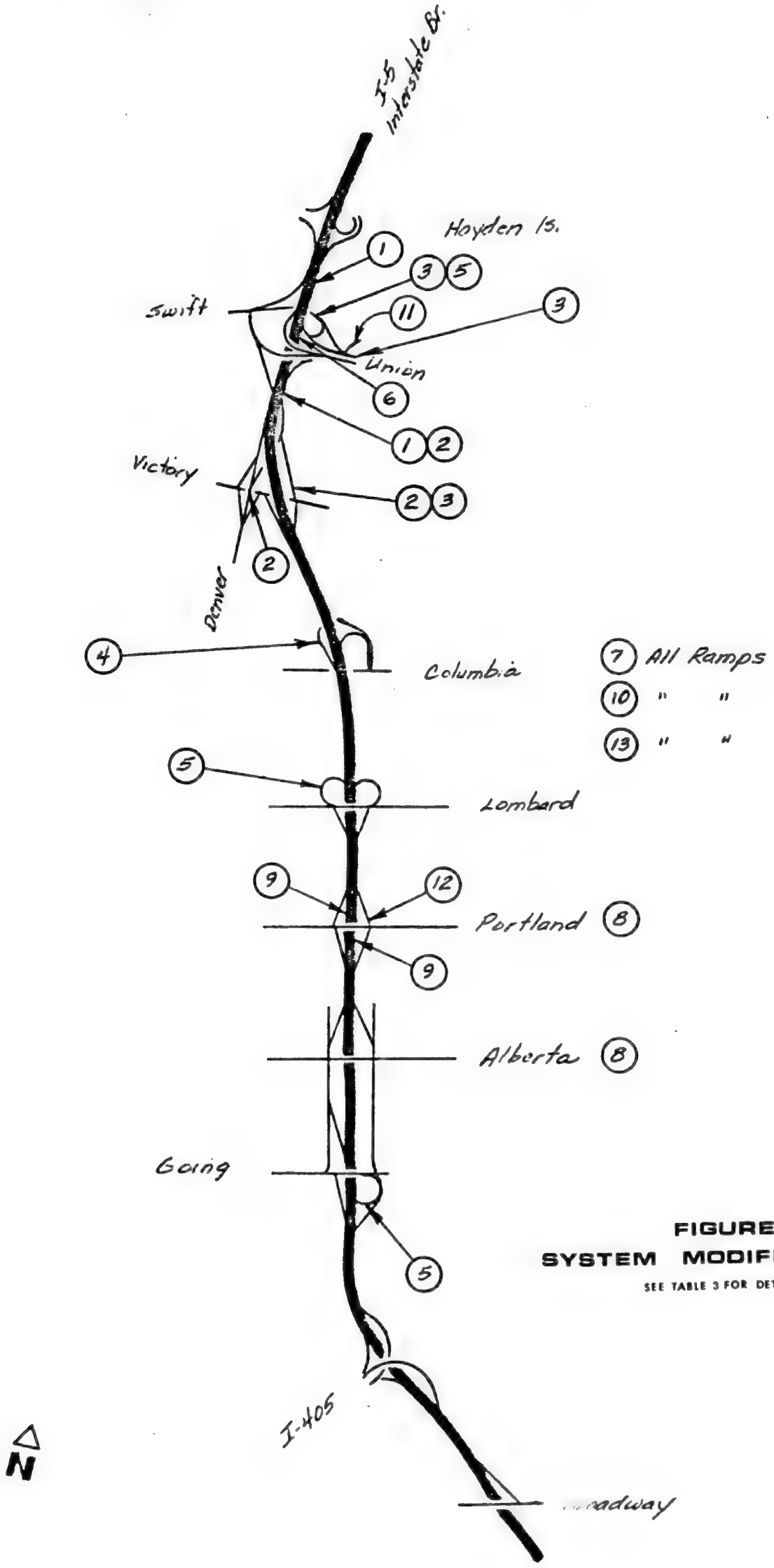



**FIGURE 6**
**SYSTEM MODIFICATIONS**

SEE TABLE 3 FOR DETAILS

Table 3

Summary of Ramp Metering

Problems and Adjustments

(See Figure 6 for Locations)

| PROBLEM | PROBABLE CAUSE | CORRECTIVE ACTION | DATE IMPLEMENTED | RESULTS |
|---|---|---|---|---|
| 1. Congestion - Congestion on NB I-5 prior to 3:30 pm ramp metering period north Delta/Denver | High volume northbound entrance ramps not metered before 3:30 pm | Timing Modification - Begin metering Delta, Denver, Union & Swift northbound entrance ramps at 3 pm | 1-07-81 & 1-09-81 | Queues on ramps begin sooner but are no longer than with 3:30 pm start time. Freeway operation improved. |
| 2. Congestion - Congestion on NB I-5, north of Delta/ Denver during ramp meter operation | Considerably higher use of HOV bypass lanes than originally anticipated at Delta & Denver | Cycle Revision - Reduce volume or non-HOV vehicles through meter by increasing red time to maximum desirable of 13 seconds. | 1-21-81 | Not effective. HOV lane usage remained too high. Delays to non-HOV vehicles increased |
| | | HOV Lane Closure - Barricades used to close HOV bypass lanes at Delta and Denver | 1-19-81 | No significant increase in ramp queue length. Freeway traffic volumes & speeds have increased |
| 3. HOV Lane Access - HOV's unable to gain access to bypass lanes northbound at Union, Swift & Delta | Queues at ramp meters extend back to, or beyondpoint where bypass lane begins | Modify Bypass Lane and Signing<br>1. Lengthen bypass lane at Swift<br>2. Permit HOV usage of right lane on Union Avenue-revising signs.<br>3. Delta/Denver HOV lanes closed as cited above. | <br>2-17-81<br>1-19-81 | 1. Provided better access to bypass lane.<br>2. Provided full usage of the bypass lane without vilation of signing.<br>3. Buses formerly using Denver ramp routed through Union Ave. without additional delay. |
| 4. Truck Acceleration - Trucks unable to obtain freeway speed at merge point - Columbia Blvd. SB I-5 entrance ramp | Trucks required to stop at meter then proceed up-grade to freeway | Timing Modification - Truck volumes increase beginning at 9 am when freeway speeds are relatively high. Ramp meter at Columbia Blvd. adjusted to terminate at 9 am | 1-09-81 | Ramp operation improved without adverse impact on freeway operation. |
| 5. Truck Access - Trucks unable to stay in proper lane on entrance ramps. | Narrow lanes at loop ramp locations | Infrequent problem has no significant impact on overall operation | no action taken | Close observation after several weeks of metering indicated that with some care, most drivers are able to negotiate loop ramps. |

| | PROBLEM | PROBABLE CAUSE | CORRECTIVE ACTION | DATE IMPLEMENTED | RESULTS |
|---|---|---|---|---|---|
| 6. | Enforcement - Police vehicles unable to park off travelway to observe meter operation at Union/Swift | Insufficent shoulder width | Construction - Construct paved pullout (Enforcement pad) for police vehicles | Not yet complete | Will allow better observation and enforcement by police |
| 7. | Signing - Less than desirable visibility of HOV lane signing | Sign location | Modify Signing - Relocate HOV lane signs for better visibility. | 1/14/81 | Results in less driver confusion on lane usage |
| 8. | Traffic Diversion - Traffic volume diversion from high volume ramps to N.B. Portland and N.B. Alberta less than anticipated. | Lack of adequate directional signing on major parallel routes | Sign Additions - Directional signs and route shields (trailblazers) at key locations. | 1/21/81 | Little difference noticed, although should give driver assurance of route. |
| 9. | Congestion - Peak hour congestion still persists in the vicinity of Portland Boulevard | Four-lane freeway section under Portland Blvd. structure with Six-lane sections either side | Construction - Extend six-lane freeway section through the Portland Blvd. interchange | Still under study | - |
| 10. | Vehicle Detection - Ramp meters fail to respond on occasion to vehicles (Particularly motorcycles) waiting at signal. | Detection loops not sensitive enough for small vehicles. Vehicles not stopping over loops at stop bar | Loop locations marked on pavement | 1/12/81 | Provided a guide to motorists as to locations of detector loops |
| 11. | Ramp Terminal Congestion - Queue at NB Union Avenue entrance ramp blocks Marine Drive intersection | Marine Drive intersection too close to ramp terminal. Intersection is unsignalized with Union Ave. having priority. | This problem existed before ramp metering. Solution found with reconstruction of the interchange as part of the Slough Bridge widening | Presently programmed for construction after 1984 | - |
| 12. | Ramp Terminal Congestion - Queue at NB Portland Boulevard entrance ramp blocks frontage road and extends onto Portland Boulevard | Metering rate set at 300 vph. Ramp terminal is unsignalized | This problem should be minimized with new signal under construction at ramp terminals | Scheduled before middle of March | Will be studied |
| 13. | Violation Detection - Detection of vehicles violating the meters was found to be not operating properly | Programming of Ramp Meter equipment was in error. | Manufacturer has made proper correction and testing of the modification underway | This is still waiting final testing | - |

## INCIDENTS ON THE FREEWAY

An incident is defined as a problem on the freeway not related to a physical capacity deficient section which has the effect of reducing capacity in the problem area. An incident, unlike capacity deficiencies, is unpredictable in terms of when or where it will occur. It does occur at random times and at various locations. A stalled vehicle (either on or off the freeway), a police vehicle with lights flashing, or an accident are all classified as incidents. Also, weather conditions play an important role in freeway operation. Each of these occurrences has an effect on freeway operation by slowing traffic flow, thereby reducing capacity. Other than accidents for which reports are filed, no formal records of incidents are maintained.

This freeway section is operating virtually at capacity during peak periods, and any incident in this section has a drastic effect on capacity. When operating at capacity, the vehicles that back up after each incident cannot be dissipated easily during the remainder of the meter period. Sharp reductions in meter rates required to dissipate congestion are not usually possible or even advisable due to severe congestion that would result at the ramp or on city streets.

Incidents on the freeway are frequent. Observations have shown that an incident is identified by the traffic watch person at least twice each week. There have been observed incidents since ramp metering has been in effect, some with greater impact on traffic flow than others depending on the time and location of the occurrence. In nearly every instance after an accident or stalled vehicle was removed, recovery of the freeway to a smooth operation has occurred much quicker than was observed prior to ramp metering.

It is also felt that the near dark conditions during most of the metering period has an adverse effect on capacity. The effect of darkness will be closely watched to determine how much effect this has in drivers increasing their headways.

A more intense effort must be made for quick removal of any incident on the freeway so normal operations can be quickly resumed.

# APPENDIX

------ Before Metering
January, 1980

——— After Metering
January, 1981

Figure A-1
TRAFFIC VOLUME VARIATION
NORTHBOUND 2-7 pm

Recorder 26-019N Ainsworth

Horizontal lines represent
5-Hour averages.

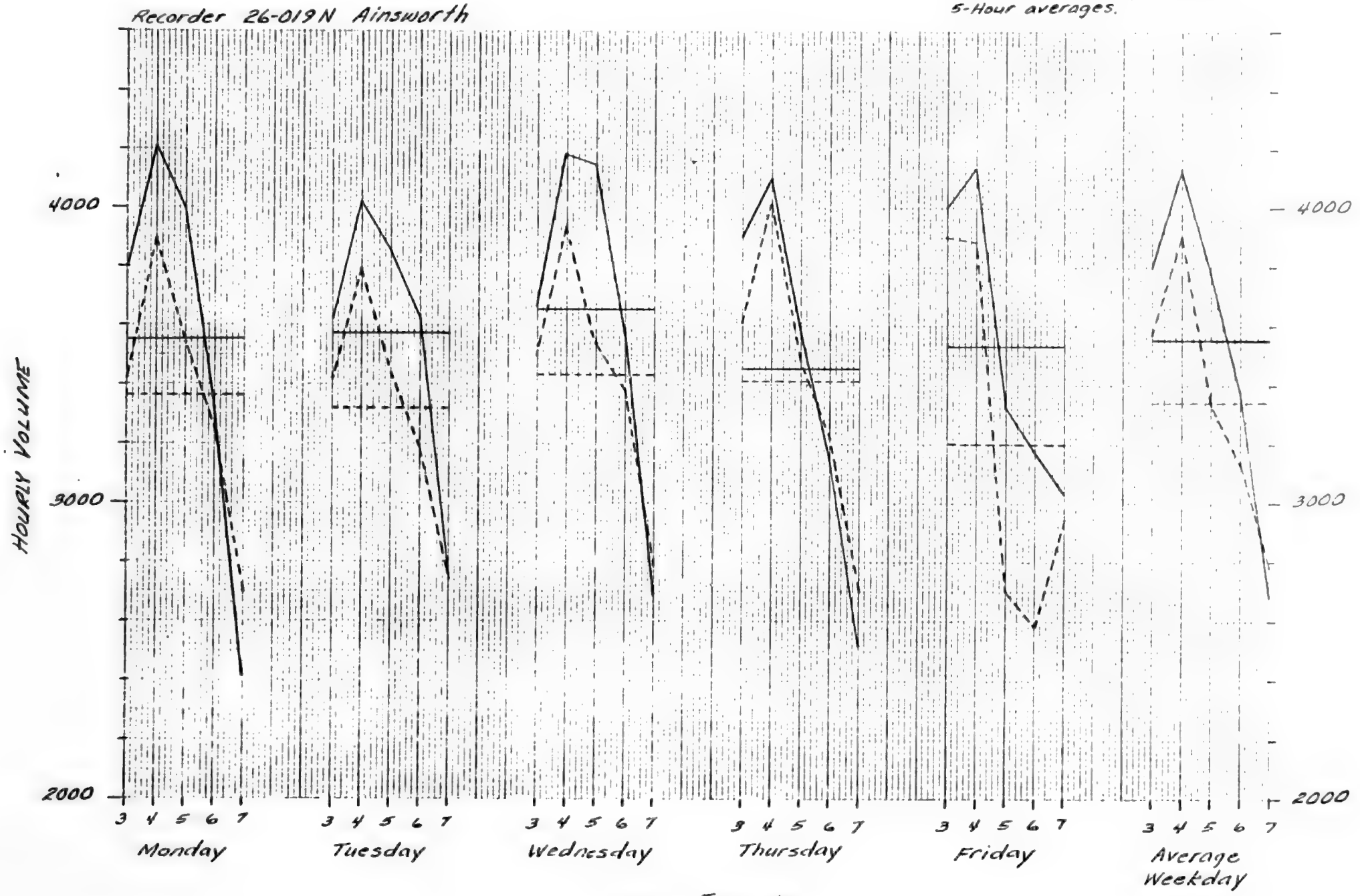


Figure A-2

TRAFFIC VOLUME VARIATION

NORTHBOUND 2-7 pm

----- Before Metering
January, 1980

——— After Metering
January, 1981

Recorder 26-004N Interstate Bridge

Horizontal lines represent
5-Hour averages.

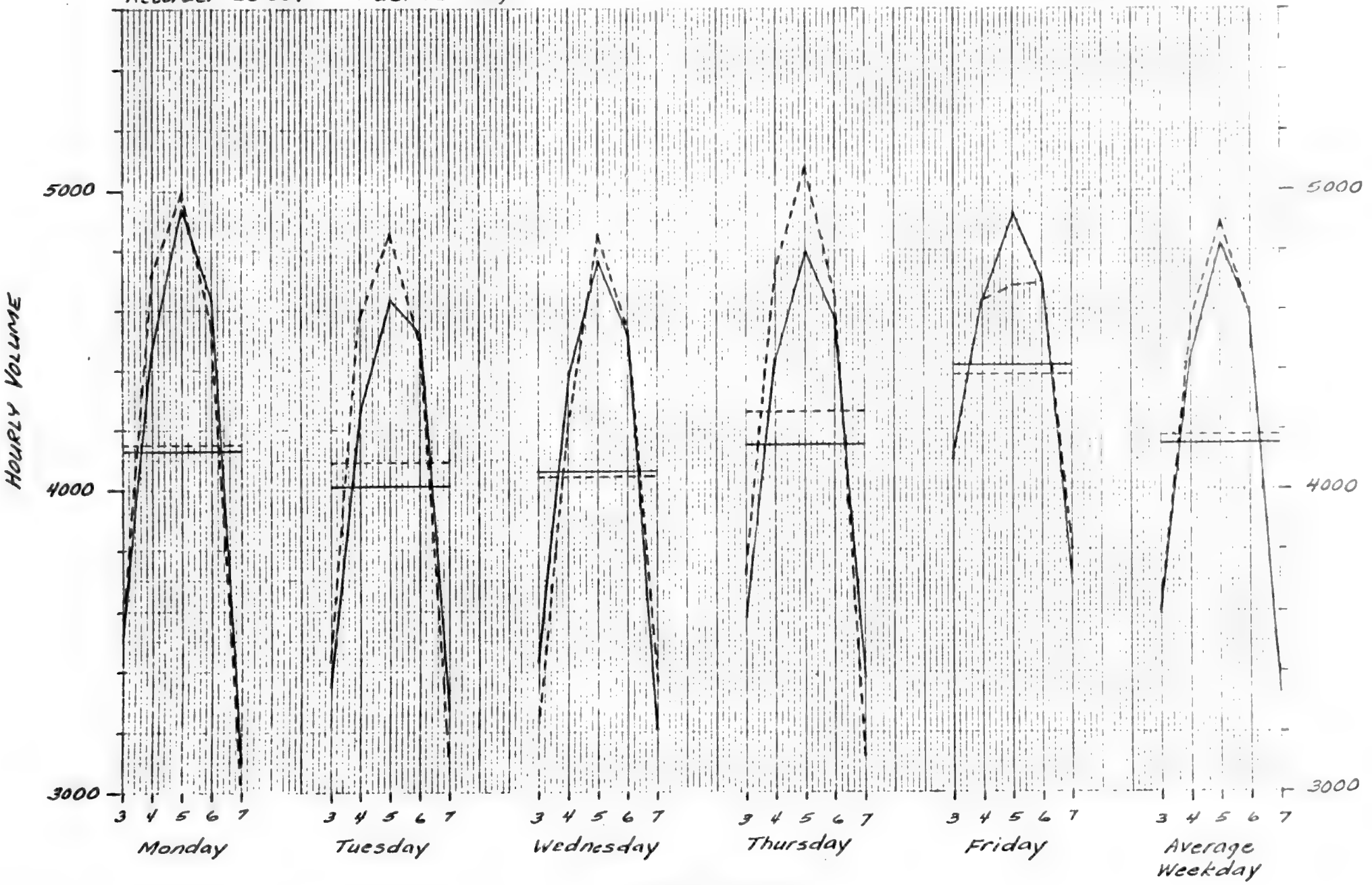


*Table A-1*

RAMP METERING

AVERAGE SPEED/VOLUMES

6:30 - 9:30 AM

SOUTHBOUND I-5

| | BEFORE | JAN 6 T | JAN 7 W | JAN 8 T | JAN 9 F | JAN 12 M | JAN 13 T | JAN 14 W | JAN 15 T | JAN 16 F |
|---|---|---|---|---|---|---|---|---|---|---|
| SWIFT BLVD.(#11) | | | | | | | | | | |
| Avg. Speed | 46 | 43 | N/A | 28 | 47 | 47 | 42 | N/A | 47 | 48 |
| Total Volume | 8580 | 8820 | N/A | 8840 | 8660 | 9190 | 9360 | N/A | 8860 | 8900 |
| Lowest Speed | 40 | 24 | N/A | 20 | 42 | 40 | 26 | N/A | 41 | 44 |
| COLUMBIA BLVD.(#12) | | | | | | | | | | |
| Avg. Speed | | | | | | | | | | |
| Total Volume | | | | DATA NOT AVAILABLE | | | | | | |
| Lowest Speed | | | | | | | | | | |
| LOMBARD W.B.(#13) | | | | | | | | | | |
| Avg. Speed | 8 | 17 | | | | | | | 38 | 42 |
| Total Volume | 7800 | 7950 | | DATA NOT AVAILABLE | | | | | 8350 | 8360 |
| Lowest Speed | 3 | 6 | | | | | | | 10 | 30 |
| LOMBARD E.B.(#14) | | | | | | | | | | |
| Avg. Speed | | | | | | | | | 44 | 47 |
| Total Volume | | | | DATA NOT AVAILABLE | | | | | 9380 | 9340 |
| Lowest Speed | | | | | | | | | 22 | 32 |
| PORTLAND BLVD.(#15) | | | | | | | | | | |
| Avg. Speed | | | | | | | | 38 | 40 | 39 |
| Total Volume | | | | DATA NOT AVAILABLE | | | | 9950 | 9600 | 9990 |
| Lowest Speed | | | | | | | | 29 | 32 | 32 |
| ALBERTA ST.(#16) | | | | | | | | | | |
| Avg. Speed | | | | 52 | 52 | 51 | 52 | 52 | 52 | 51 |
| Total Volume | | DATA NOT AVAILABLE | | 11,480 | 11,820 | 11,400 | 11,870 | 11,860 | 12,160 | |
| Lowest Speed | | | | 48 | 47 | 48 | 48 | 48 | 46 | |

RAMP METERING

AVERAGE SPEED/VOLUMES

6:30 - 9:30 AM

SOUTHBOUND I-5

| | JAN 19 M | JAN 20 T | JAN 21 W | JAN 22 T | JAN 23 F | JAN 26 M | JAN 27 T | JAN 28 W | JAN 29 T | JAN 30 F |
|---|---|---|---|---|---|---|---|---|---|---|
| SWIFT BLVD. (#11) | | | | | | | | | | |
| Avg. Speed | N/A | N/A | N/A | 45 | 46 | 44 | 46 | 47 | 47 | 46 |
| Total Volume | N/A | N/A | N/A | 9030 | 8990 | 8910 | 9020 | 9020 | 8950 | 8790 |
| Lowest Speed | N/A | N/A | N/A | 36 | 41 | 25 | 41 | 41 | 40 | 38 |
| COLUMBIA BLVD.(#12) | | | | | | | | | | |
| Avg. Speed | N/A | N/A | N/A | 41 | 44 | | | | | |
| Total Volume | N/A | N/A | N/A | 7420 | 7410 | | DATA NOT AVAILABLE | | | |
| Lowest Speed | N/A | N/A | N/A | 20 | 22 | | | | | |
| LOMBARD W:B.(#13) | | | | | | | | | | |
| Avg. Speed | 38 | N/A | N/A | 37 | 44 | 40 | 39 | 42 | 37 | 34 |
| Total Volume | 8140 | N/A | N/A | 8840 | 8710 | 8660 | 8980 | 8870 | 9000 | 8700 |
| Lowest Speed | 18 | N/A | N/A | 20 | 28 | 19 | 22 | 25 | 22 | 11 |
| LOMBARD E.B.(#14) | | | | | | | | | | |
| Avg. Speed | 42 | N/A | N/A | 39 | 45 | 42 | 39 | 41 | 40 | 45 |
| Total Volume | 9180 | N/A | N/A | 9240 | 9440 | 9420 | 9540 | 9470 | 9440 | 9510 |
| Lowest Speed | 23 | N/A | N/A | 22 | 26 | 22 | 24 | 22 | 23 | 26 |
| PORTLAND BLVD. (#15) | | | | | | | | | | |
| Avg. Speed | 40 | N/A | 40 | N/A | N/A | N/A | 38 | 38 | 40 | 41 |
| Total Volume | 9680 | N/A | 9490 | N/A | N/A | N/A | 10,040 | 9820 | 9720 | 9770 |
| Lowest Speed | 34 | N/A | 32 | N/A | N/A | N/A | 31 | 31 | 30 | 32 |
| ALBERTA ST. (#16) | | | | | | | | | | |
| Avg. Speed | 52 | N/A | N/A | 48 | 52 | 49 | 50 | 53 | 51 | 52 |
| Total Volume | 12,000 | N/A | N/A | 11,930 | 12,010 | 12,190 | 12,230 | 10,890 | 10,700 | 10,900 |
| Lowest Speed | 48 | N/A | N/A | 31 | 50 | 42 | 34 | 50 | 37 | 43 |

RAMP METERING

AVERAGE SPEED/VOLUMES

SOUTHBOUND I-5

6:30 -9:30 AM

| | FEB 2 M | FEB 3 T | FEB 4 W | FEB 5 (1) T | FEB 6 F | FEB 9 M | FEB 10 T | FEB 11 W | FEB 12 T | FEB 13 F |
|---|---|---|---|---|---|---|---|---|---|---|
| SWIFT BLVD.(#11) | | | | | | | | | | |
| Avg. Speed | 46 | 14 | 47 | 46 | 44 | 44 | N/A | N/A | N/A | 44 |
| Total Volume | 9030 | 6020 | 9020 | 8920 | 8840 | 8820 | N/A | N/A | N/A | 8620 |
| Lowest Speed | 41 | 4 | 40 | 34 | 28 | 39 | N/A | N/A | N/A | 34 |
| COLUMBIA BLVD.(#12) | | | | | | | | | | |
| Avg. Speed | | | | | | | | | | 36 |
| Total Volume | | | | DATA NOT AVAILABLE | | | | | | 7980 |
| Lowest Speed | | | | | | | | | | 18 |
| LOMBARD W.B.(#13) | | | | | | | | | | |
| Avg. Speed | 38 | 29 | 40 | 29 | 42 | 33 | 42 | 33 | 42 | 36 |
| Total Volume | 8640 | 4220 | 8920 | 8820 | 8800 | 8520 | 8750 | 6150 | 8700 | 8640 |
| Lowest Speed | 25 | 4 | 22 | 21 | 26 | 21 | 29 | 13 | 22 | 20 |
| LOMBARD E.B.(#14) | | | | | | | | | | |
| Avg. Speed | 44 | N/A | 40 | 40 | 42 | 33 | 42 | 33 | 42 | 36 |
| Total Volume | 9560 | 4630 | 9560 | 9240 | 9280 | 8930 | 9460 | 6640 | 9280 | 9120 |
| Lowest Speed | 30 | N/A | 21 | 22 | 28 | 22 | 30 | 34 | 24 | 22 |
| PORTLAND BLVD.(#15) | | | | | | | | | | |
| Avg. Speed | 32 | 36 | 34 | 35 | 32 | 29 | 41 | 33 | 36 | 34 |
| Total Volume | 9740 | 5370 | 9670 | 9620 | 9600 | 9380 | 9560 | 6920 | 9680 | 9570 |
| Lowest Speed | 22 | 28 | 22 | 26 | 24 | 19 | 32 | 26 | 25 | 20 |
| ALBERTA ST. (#16) | | | | | | | | | | |
| Avg. Speed | 52 | 51 | 51 | 50 | 50 | 48 | 53 | 44 | 52 | 48 |
| Total Volume | 10,790 | 5518 | 10,980 | 10,640 | 10,560 | 10,660 | 10,810 | 7180 | 10,610 | 10,490 |
| Lowest Speed | 43 | 47 | 40 | 40 | 40 | 43 | 50 | 38 | 47 | 39 |

(1) Truck Accident at 6:15 AM on 2/3/81

RAMP METERING

AVERAGE SPEED/VOLUMES

6:30 - 9:30 AM

SOUTHBOUND I-5

| | FEB 16 M (Hol.) | FEB 17 T | FEB 18 W | FEB 19 T | FEB 20 F | FEB 23 M | FEB 24 T | FEB 25 W | FEB 26 T | FEB 27 F |
|---|---|---|---|---|---|---|---|---|---|---|
| HAYDEN ISLAND(#10) | | | | | | | | | | |
| Avg. Speed | | | | | 43 | N/A | 40 | 43 | 44 | N/A |
| Total Volume | - | - | - | - | 11,800 | N/A | 12,000 | 12,160 | 12,250 | N/A |
| Lowest Speed | | | | | 31 | N/A | 19 | 37 | 37 | N/A |
| SWIFT BLVD.(#11) | | | | | | | | | | |
| Avg. Speed | 50 | 42 | 45 | 46 | 48 | 47 | 42 | 45 | 47 | 45 |
| Total Volume | 6440 | 9120 | 9170 | 9080 | 8700 | 9150 | 8970 | 9090 | 9270 | 9240 |
| Lowest Speed | 46 | 24 | 40 | 38 | 44 | 44 | 28 | 32 | 34 | 24 |
| COLUMBIA BLVD.(#12) | | | | | | | | | | |
| Avg. Speed | 48 | 45 | 39 | 42 | 47 | 46 | 34 | 41 | 47 | 47 |
| Total Volume | 6000 | 8360 | 8370 | 8260 | 8230 | 8520 | 8100 | 8400 | 8460 | 8430 |
| Lowest Speed | 46 | 34 | 17 | 25 | 40 | 36 | 14 | 14 | 32 | 39 |
| LOMBARD W.B.(#13) | | | | | | | | | | |
| Avg. Speed | 50 | 35 | 38 | 39 | 45 | 40 | 32 | 36 | 43 | 44 |
| Total Volume | 6530 | 9150 | 9320 | 9180 | 9170 | 9440 | 9030 | 9370 | 9370 | 9490 |
| Lowest Speed | 44 | 14 | 24 | 24 | 30 | 30 | 18 | 18 | 36 | 37 |
| LOMBARD E.B.(#14) | | | | | | | | | | |
| Avg.Speed | 52 | 42 | 46 | 43 | 48 | 44 | 34 | 37 | 44 | 47 |
| Total Volume | 6840 | 9580 | 9600 | 9500 | 9500 | 9800 | 9320 | 9660 | 10,340 | 10,480 |
| Lowest Speed | 49 | 27 | 26 | 26 | 29 | 29 | 22 | 22 | 36 | 37 |
| PORTLAND BLVD.(#15) | | | | | | | | | | |
| Avg. Speed | 38 | 33 | 39 | 41 | 43 | 42 | 38 | 40 | 43 | 43 |
| Total Volume | 7150 | 10,280 | 10,230 | 10,080 | 10,120 | 10,420 | 9930 | 10,270 | 10,340 | 10,480 |
| Lowest Speed | 28 | 22 | 31 | 28 | 29 | 36 | 31 | 34 | 36 | 37 |
| ALBERTA ST. (#16) | | | | | | | | | | |
| Avg. Speed | 54 | 52 | 42 | 45 | 48 | 48 | 45 | 48 | 49 | 47 |
| Total Volume | 7640 | 11,160 | 10,990 | 10,750 | 10,800 | 11,090 | 10,750 | 10,940 | 10,670 | 10,890 |
| Lowest Speed | 43 | 40 | 30 | 29 | 27 | 41 | 32 | 38 | 46 | 42 |

RAMP METERING

AVERAGE SPEED/VOLUMES

SOUTHBOUND I-5

6:30 - 9:30 AM

| | MAR 2<br>M | MAR 3<br>T |
|---|---|---|
| HAYDEN ISLAND (#10) | | |
| Avg. Speed | 40 | 28 |
| Total Volume | 12,620 | 12,120 |
| Lowest Speed | 24 | 19 |
| SWIFT BLVD. (#11) | | |
| Avg. Speed | 46 | 40 |
| Total Volume | 9440 | 9070 |
| Lowest Speed | 24 | 24 |
| COLUMBIA BLVD.(#12) | | |
| Avg. Speed | N/A | N/A |
| Total Volume | N/A | N/A |
| Lowest Speed | N/A | N/A |
| LOMBARD W.B.(#13) | | |
| Avg. Speed | 37 | 29 |
| Total Volume | 9270 | 8960 |
| Lowest Speed | 10 | 20 |
| LOMBARD E.B.(#14) | | |
| Avg. Speed | 39 | 34 |
| Total Volume | 9570 | 9130 |
| Lowest Speed | 12 | 24 |
| PORTLAND BLVD. (#15) | | |
| Avg. Speed | 39 | 36 |
| Total Volume | 10,210 | 9870 |
| Lowest Speed | 22 | 32 |
| ALBERTA ST.(#16) | | |
| Avg. Speed | 48 | 45 |
| Total Volume | 10,750 | 10,810 |
| Lowest Speed | 4 | 31 |

RAMP METERING

AVERAGE SPEED/VOLUMES

NORTHBOUND I-5

3:30 - 6:30 PM

| | BEFORE | JAN 6 T | JAN 7 W | (1) JAN 8 T | JAN 9 F | JAN 12 M | JAN 13 T | (2) JAN 14 W | JAN 15 T | JAN 16 F | (3) JAN 19 M | JAN 20 T | JAN 21 W |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| GOING ST.(#2) | | | | | | | | | | | | | |
| Avg. Speed | 48 | 48 | 50 | 35 | 43 | 52 | | | | | | | |
| Total Volume | 9,050 | 9,600 | 10,240 | 8,040 | 10,060 | 10,300 | | | DATA | NOT | AVAILABLE | | |
| Lowest Speed | 25 | 28 | 47 | 8 | 26 | 45 | | | | | | | |
| ALBERTA ST.(#3) | | | | | | | | | | | | | |
| Avg. Speed | | 33 | 45 | 29 | 26 | 45 | 40 | 17 | 26 | 22 | 43 | 36 | 45 |
| Total Volume | | 9,590 | 10,769 | 8,797 | 10,415 | 11,052 | 11,124 | 9,244 | 9,521 | 9,465 | 10,941 | 9,600 | 11,033 |
| Lowest Speed | | 8 | 37 | 7 | 12 | 21 | 20 | 2 | 10 | 8 | 26 | 18 | 26 |
| PORTLAND BLVD.(#4) | | | | | | | | | | | | | |
| Avg. Speed | 25 | 33 | 43 | 31 | 33 | 50 | 39 | 20 | 32 | 28 | 51 | 38 | 40 |
| Total Volume | 7,950 | 7,600 | 8,975 | 7,375 | 8,560 | 9,500 | 9,096 | 7,177 | 8,385 | 7,938 | 9,392 | 8,480 | 9,300 |
| Lowest Speed | 5 | 6 | 20 | 6 | 18 | 29 | 24 | 2 | 15 | 13 | 34 | 26 | 28 |
| DENVER AVE. - DELTA PARK (#5) | | | | | | | | | | | | | |
| Avg. Speed | 12 | 12 | 27 | 19 | 22 | 31 | 29 | 17 | 23 | 22 | 49 | 42 | 35 |
| Total Volume | 6,800 | 6,500 | 8,040 | 7,120 | 8,360 | 8,660 | 8,720 | 7,120 | 8,358 | 7,978 | 8,932 | 8,580 | 9,026 |
| Lowest Speed | 4 | 4 | 12 | 6 | 17 | 17 | 16 | 3 | 14 | 14 | 42 | 24 | 22 |

(1) Accident NB at Fremont Bridge
(2) Stalled Car on Interstate Bridge
(3) Closed Denver/Delta HOV

RAMP METERING

AVERAGE SPEED/VOLUMES

NORTHBOUND I-5

3:30 - 6:30 PM

| | JAN 22 T | JAN 23 F | JAN 26 M | JAN 27 T | JAN 28 W | JAN 29 T | JAN 30 F | FEB 2 M | FEB 3 T | FEB 4 W | FEB 5 T | (1) FEB 6 F |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| BROADWAY(#1) | | | | | | | | | | | | |
| Avg. Speed | 43 | 29 | 46 | 41 | 42 | 45 | 44 | 46 | 44 | 36 | 43 | 19 |
| Total Volume | 6210 | 5410 | 6200 | 5310 | 5600 | 6590 | 5870 | 6450 | 5980 | 4930 | 5640 | 5170 |
| Lowest Speed | 39 | 3 | 43 | 8 | 30 | 38 | 36 | 43 | 40 | 21 | 29 | 5 |
| GOING ST. (#2) | | | | | | | | | | | | |
| Avg. Speed | DATA NOT AVAILABLE | | | | 26 | 52 | 31 | 34 | 41 | 23 | 31 | 12 |
| Total Volume | | | | | 8931 | 10,670 | 9817 | 9563 | 9610 | 8460 | 9590 | 7320 |
| Lowest Speed | | | | | 12 | 49 | 14 | 8 | 11 | 12 | 14 | 2 |
| ALBERTA ST. (#3) | | | | | | | | | | | | |
| Avg. Speed | 24 | 27 | 40 | 19 | 18 | 47 | 21 | 26 | 22 | 19 | 22 | 11 |
| Total Volume | 9950 | 9650 | 11,059 | 9140 | 9600 | 11,380 | 10,450 | 10,270 | 10,660 | 8960 | 9180 | 7690 |
| Lowest Speed | 11 | 8 | 20 | 9 | 9 | 30 | 9 | 10 | 13 | 9 | 9 | 2 |
| PORTLAND BLVD.(4) | | | | | | | | | | | | |
| Avg. Speed | 37 | 32 | 50 | 32 | 32 | 54 | 33 | 35 | 31 | 29 | 32 | 15 |
| Total Volume | 8590 | 7460 | 9540 | 8050 | 8420 | 10,080 | 9010 | 8780 | 9000 | 8010 | | 6800 |
| Lowest Speed | 17 | 12 | 36 | 12 | 18 | 40 | 18 | 10 | 14 | 15 | 17 | 3 |
| DENVER AVE. - DELTA PARK(#5) | | | | | | | | | | | | |
| Avg. Speed | 35 | 36 | N/A | 31 | 37 | 48 | 27 | 31 | 29 | 26 | 33 | 16 |
| Total Volume | 8950 | 8860 | N/A | 8630 | 8860 | 9570 | 9300 | 9010 | 8750 | 8570 | 9010 | 7800 |
| Lowest Speed | 18 | 17 | N/A | 16 | 22 | 28 | 19 | 17 | 12 | 18 | 16 | 4 |

(1) Stalled Truck on Slough Br.

RAMP METERING

AVERAGE SPEED/VOLUMES

3:30 - 6:30 PM

NORTH BOUND I-5

| | FEB 9 M | FEB 10 T | FEB 11 W | FEB 12 T | FEB 13 F | FEB 16 M (Hol.) | FEB 17 T | FEB 18 W (1) | FEB 19 T | FEB 20 F | FEB 23 M | FEB 24 T | FEB 25 W |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| BROADWAY(#1) | | | | | | | | | | | | | |
| Avg.Speed | 42 | 44 | 43 | N/A | 35 | 31 | 45 | 26 | 46 | 44 | 46 | 45 | 46 |
| Total Volume | 5310 | 6870 | 5520 | N/A | 6700 | 5160 | 5780 | 5550 | 6520 | 6830 | 6380 | 6420 | 6780 |
| Lowest Speed | 26 | 42 | 37 | N/A | 10 | 4 | 30 | 8 | 44 | 36 | 41 | 38 | 44 |
| GOING ST.(#2) | | | | | | | | | | | | | |
| Avg. Speed | 40 | 47 | 42 | 39 | 25 | 35 | 52 | 19 | 46 | 44 | 41 | 53 | 27 |
| Total Volume | 9280 | 10,430 | 9400 | 10,320 | 8900 | 8290 | 10,350 | 7640 | 10,360 | 10,400 | 10,230 | 10,900 | 9820 |
| Lowest Speed | 17 | 24 | 17 | 15 | 8 | 3 | 47 | 7 | 22 | 21 | 15 | 50 | 10 |
| ALBERTA ST.(#3) | | | | | | | | | | | | | |
| Avg. Speed | 30 | 30 | 27 | 27 | 21 | 27 | 45 | 18 | 31 | 35 | 30 | 50 | 27 |
| Total Volume | 9930 | 10,630 | 10,070 | 11,050 | 9400 | 8850 | 11,100 | 8280 | 10,270 | 10,520 | 10,340 | 10,830 | 10,100 |
| Lowest Speed | 10 | 11 | 11 | 11 | 8 | 5 | 39 | 7 | 14 | 14 | 14 | 45 | 13 |
| PORTLAND BLVD.(#4) | | | | | | | | | | | | | |
| Avg. Speed | 40 | 49 | 43 | 34 | 29 | 42 | 47 | 22 | 45 | 39 | 34 | 54 | 31 |
| Total Volume | 8510 | 9240 | 8550 | 9320 | 8470 | 7880 | 9720 | 7490 | 9460 | 9350 | 9120 | 10,200 | 9002 |
| Lowest Speed | 22 | 36 | 14 | 16 | 15 | 16 | 31 | 14 | 18 | 15 | 18 | 40 | 16 |
| DENVER AVE. - DELTA PARK(#5) | | | | | | | | | | | | | |
| Avg. Speed | 44 | 50 | 38 | 30 | 30 | 38 | 49 | 27 | 46 | 38 | 32 | 50 | 37 |
| Total Volume | 8730 | 9020 | 8180 | 9230 | 8780 | 8000 | 9300 | 8310 | 9290 | 9530 | 9150 | 9320 | 9120 |
| Lowest Speed | 18 | 45 | 16 | 16 | 16 | 18 | 41 | 14 | 16 | 20 | 18 | 46 | 18 |
| HAYDEN ISL.(#9) | | | | | | | | | | | | | |
| Avg. Speed | | | | | | | | | | | 40 | 40 | N/A |
| Total Volume | | | | | | | | | | | 11,740 | 10,580 | N/A |
| Lowest Speed | | | | | | | | | | | 37 | 24 | N/A |

(1) Heavy Rain Conditions

RAMP METERING

AVERAGE SPEED/VOLUMES

NORTHBOUND I-5

3:30 - 6:30 PM

| | FEB 26<br>T | FEB 27<br>F | MAR 2<br>M | MAR 3<br>T |
|---|---|---|---|---|
| BROADWAY (#1) | | | | |
| Avg. Speed | 39 | 6 | 46 | |
| Total Volume | 5800 | 3470 | 6530 | |
| Lowest Speed | 23 | 1 | 42 | |
| GOING ST. (#2) | | | | |
| Avg. Speed | 26 | 9 | 52 | |
| Total Volume | 9190 | 6130 | 10,465 | |
| Lowest Speed | 14 | 2 | 43 | |
| ALBERTA ST.(#3) | | | | |
| Avg. Speed | 24 | 11 | 44 | |
| Total Volume | 9230 | 6720 | 10,080 | |
| Lowest Speed | 9 | 2 | 21 | |
| PORTLAND BLVD.(#4) | | | | |
| Avg. Speed | 29 | 13 | 43 | |
| Total Volume | 8520 | 6330 | 9470 | |
| Lowest Speed | 12 | 4 | 22 | |
| DENVER AVE. - DELTA PARK (#5) | | | | |
| Avg. Speed | 39 | 14 | 50 | |
| Total Volume | 8980 | 7690 | 9230 | |
| Lowest Speed | 20 | 5 | 30 | |
| HAYDEN ISLAND (#9) | | | | |
| Avg. Speed | 41 | 32 | 41 | |
| Total Volume | 11,450 | 11,550 | 11,820 | |
| Lowest Speed | 38 | 16 | 18 | |

*Data Report Sample*

GOING ST NB

DATE:03/12/81 LOCATION #02 PAGE:0005

| TIME PERIOD | | | VOLUMN(VPH) LANES: | | | | | VOLUMN | | | SPEED | | | OCC(%) | | | PLAN |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| FROM | TO | DUR | PASS | HOV | EXIT | VIOL | 1 | 2 | 3 | 1 | 2 | 3 | 1 | 2 | 3 | |
| 09:15 | 09:30 | 15 | 0124 | 0000 | 0000 | 0000 | 0580 | 1124 | 1104 | 59 | 54 | 53 | 05 | 11 | 10 | 14 |
| 09:30 | 09:45 | 15 | 0128 | 0000 | 0000 | 0000 | 0572 | 1132 | 1184 | 35 | 50 | 54 | 05 | 11 | 11 | 14 |
| 09:45 | 10:00 | 15 | 0152 | 0008 | 0000 | 0000 | 0480 | 1168 | 1036 | 57 | 50 | 54 | 04 | 11 | 09 | 14 |
| 10:00 | 10:15 | 15 | 0112 | 0012 | 0000 | 0000 | 0428 | 1092 | 1028 | 14 | 50 | 55 | 04 | 10 | 09 | 14 |
| 10:15 | 10:30 | 15 | 0132 | 0008 | 0000 | 0000 | 0552 | 1112 | 1048 | 44 | 50 | 54 | 05 | 11 | 09 | 14 |
| 10:30 | 10:45 | 15 | 0156 | 0008 | 0000 | 0000 | 0536 | 1268 | 1088 | 47 | 49 | 55 | 05 | 12 | 09 | 14 |
| 10:45 | 11:00 | 15 | 0176 | 0004 | 0000 | 0000 | 0480 | 1160 | 1168 | 57 | 51 | 53 | 04 | 12 | 10 | 14 |
| 11:00 | 11:15 | 15 | 0164 | 0008 | 0000 | 0000 | 0544 | 1076 | 1004 | 56 | 42 | 55 | 05 | 11 | 09 | 14 |
| 11:15 | 11:30 | 15 | 0144 | 0012 | 0000 | 0000 | 0520 | 1108 | 1220 | 54 | 36 | 43 | 05 | 12 | 13 | 14 |
| 11:30 | 11:45 | 15 | 0220 | 0024 | 0000 | 0000 | 0572 | 1348 | 1388 | 57 | 13 | 46 | 05 | 14 | 14 | 14 |
| 11:45 | 12:00 | 15 | 0228 | 0004 | 0000 | 0000 | 0488 | 1160 | 1220 | 56 | 52 | 55 | 04 | 11 | 11 | 14 |
| 12:00 | 12:15 | 15 | 0208 | 0020 | 0000 | 0000 | 0592 | 1192 | 1152 | 58 | 55 | 54 | 05 | 11 | 10 | 14 |
| 12:15 | 12:30 | 15 | 0172 | 0012 | 0000 | 0000 | 0540 | 1260 | 1164 | 45 | 50 | 47 | 05 | 12 | 10 | 14 |
| 12:30 | 12:45 | 15 | 0180 | 0004 | 0000 | 0000 | 0440 | 1100 | 1132 | 54 | 51 | 56 | 04 | 10 | 09 | 14 |
| 12:45 | 13:00 | 15 | 0196 | 0012 | 0000 | 0000 | 0528 | 1112 | 1196 | 59 | 54 | 54 | 05 | 11 | 11 | 14 |
| 13:00 | 13:15 | 15 | 0168 | 0004 | 0000 | 0000 | 0560 | 1132 | 1080 | 41 | 50 | 55 | 04 | 11 | 10 | 14 |
| 13:15 | 13:30 | 15 | 0168 | 0012 | 0000 | 0000 | 0564 | 1252 | 1204 | 39 | 47 | 54 | 05 | 12 | 10 | 14 |
| 13:30 | 13:45 | 15 | 0172 | 0016 | 0000 | 0000 | 0528 | 1352 | 1388 | 55 | 54 | 54 | 04 | 13 | 12 | 14 |
| 13:45 | 14:00 | 15 | 0128 | 0012 | 0000 | 0000 | 0550 | 1320 | 1480 | 58 | 52 | 55 | 05 | 12 | 13 | 14 |
| 14:00 | 14:15 | 15 | 0180 | 0008 | 0000 | 0000 | 0604 | 1368 | 1324 | 56 | 52 | 54 | 05 | 12 | 12 | 14 |
| 14:15 | 14:30 | 15 | 0132 | 0012 | 0000 | 0000 | 0688 | 1380 | 1364 | 52 | 52 | 54 | 06 | 13 | 12 | 14 |
| 14:30 | 14:45 | 15 | 0180 | 0020 | 0000 | 0000 | 0636 | 1356 | 1456 | 49 | 56 | 52 | 05 | 13 | 12 | 14 |
| 14:45 | 15:00 | 15 | 0216 | 0008 | 0000 | 0000 | 0776 | 1468 | 1612 | 55 | 53 | 53 | 07 | 14 | 15 | 14 |
| 15:00 | 15:15 | 15 | 0212 | 0016 | 0000 | 0000 | 0760 | 1416 | 1628 | 57 | 50 | 53 | 06 | 13 | 15 | 14 |
| 15:15 | 15:30 | 15 | 0248 | 0016 | 0000 | 0000 | 0764 | 1452 | 1668 | 54 | 54 | 52 | 07 | 13 | 15 | 14 |
| 15:30 | 15:45 | 15 | 0344 | 0152 | 0000 | 0000 | 1092 | 1500 | 1880 | 49 | 47 | 41 | 10 | 15 | 21 | 05 |
| 15:45 | 16:00 | 15 | 0292 | 0092 | 0000 | 0000 | 1236 | 1152 | 1368 | 24 | 13 | 14 | 21 | 36 | 40 | 05 |
| 16:00 | 16:15 | 15 | 0200 | 0060 | 0000 | 0000 | 1140 | 1244 | 1488 | 44 | 36 | 22 | 12 | 17 | 28 | 08 |
| 16:15 | 16:30 | 15 | 0204 | 0048 | 0000 | 0000 | 0836 | 1152 | 1300 | 40 | 39 | 36 | 08 | 13 | 16 | 08 |
| 16:30 | 16:45 | 15 | 0248 | 0072 | 0000 | 0000 | 1000 | 1256 | 1472 | 38 | 55 | 53 | 08 | 10 | 13 | 08 |
| 16:45 | 17:00 | 15 | 0232 | 0040 | 0000 | 0000 | 0808 | 1220 | 1468 | 53 | 51 | 52 | 06 | 11 | 12 | 08 |
| 17:00 | 17:15 | 15 | 0232 | 0020 | 0000 | 0000 | 0904 | 1272 | 1504 | 55 | 50 | 53 | 07 | 11 | 12 | 08 |
| 17:15 | 17:30 | 15 | 0192 | 0024 | 0000 | 0000 | 1084 | 1292 | 1464 | 55 | 53 | 51 | 09 | 11 | 13 | 08 |
| 17:30 | 17:45 | 15 | 0104 | 0016 | 0000 | 0000 | 0720 | 1064 | 1172 | 56 | 50 | 56 | 06 | 09 | 10 | 08 |
| 17:45 | 18:00 | 15 | 0064 | 0012 | 0000 | 0000 | 0628 | 1240 | 1140 | 49 | 53 | 55 | 05 | 10 | 09 | 08 |
| 18:00 | 18:15 | 15 | 0152 | 0012 | 0000 | 0000 | 0624 | 1038 | 1124 | 54 | 52 | 55 | 05 | 09 | 09 | 08 |
| 18:15 | 18:30 | 15 | 0092 | 0024 | 0000 | 0000 | 0672 | 1064 | 1148 | 56 | 59 | 54 | 06 | 09 | 10 | 08 |
| 18:30 | 18:45 | 15 | 0084 | 0004 | 0000 | 0000 | 0556 | 1128 | 1012 | 54 | 48 | 43 | 05 | 10 | 08 | 14 |
| 18:45 | 19:00 | 15 | 0084 | 0004 | 0000 | 0000 | 0528 | 1020 | 0928 | 57 | 41 | 53 | 04 | 09 | 08 | 14 |
| 19:00 | 19:15 | 15 | 0048 | 0012 | 0000 | 0000 | 0492 | 0652 | 0764 | 53 | 07 | 56 | 04 | 40 | 07 | 14 |

*Time period for which data is reported (24 Hour).*

*Duration of count in minutes.*

*Metered lane volume*

*Bypass lane volume*

*Upstream exit ramp volume (Not used in this system).*

*Vehicles crossing stop bar prior to green light ("meter violation").*

*Volumes and running speeds for each freeway lane in advance of metered ramp.*

*Lane occupancy: Percent of time that counting loop on freeway lane is occupied.*

*Value shown is proportional to vehicle density, ie*

$$Occ_n : \frac{Volume_n}{Speed_n}$$

*Timing Plan code. The number 14 indicates that meter is off.*

*Note: All volume data is reported in hourly equivalents. Multiply volume shown by DUR/60 to obtain actual volume.*

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

# LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO.: IG-5-6(98)303

2. STATE PROJECT NO.: See below

3. FROM: Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.:

5. ITEM NO.: 90289

2A. COUNTY NAME: Multnomah

6. TO

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE: 3/18/81

8. FEDERAL ROUTE NUMBER: Interstate 5

9. STATE ROUTE NUMBER: Primary 1

10. GENERAL LOCATION:

Hayden Island - NE Broadway (Portland)

11. GENERAL DESCRIPTION OF WORK

Replace vehicle programmed signal heads with high impact polycarbonate lenses

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

- ☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
- ☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
- ☐ ACQUISITION OF RIGHT-OF-WAY
- ☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
- ☒ CONSTRUCTION PROCEED ON FORCE ACCOUNT BASIS
- ☐ OTHER *(Specify)*

13. REMARKS

I approve the advance authorization date of 3/18/81 as requested in Mr. Keasey's letter of 4/8/81 as being in the public interest for the use of State Forces to proceed with the above work. State Force Order No. 6 is approved at no additional cost to the project.

RECEIVED
STATE HWY ENGR
APR 17 '81
REFER TO
Planning
FOR
Info | Init | Ltr | Ck | Sig | X | File

14. DATE: 4/14/81

15. SIGNATURE OF APPROVING OFFICIAL: H. K. Haseman

16. TITLE: for Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

Compliments Jerry O'Brien

cc: Coulter
Becker
Bettman
3-19-81

# Jubitz Holds Ramp Metering Party

Every day from 4 P.M. to 6 P.M. during the last week of January, Jubitz Truck Stop, Portland, Oregon, invited a representative of the Oregon Department of Transportation to attend the party and discuss the new ramp metering installations with the drivers.

The first ramp meters in this area were opened for testing along a six mile section of Interstate 5 between the Broadway Bridge and the Interstate Bridge on January 7, 1981. This particular section of I-5, is extremely congested and during rush hours, traffic was frequently at a complete stand still. Meters were installed on nine northbound and seven southbound ramps. Traffic entering the freeway is metered through a traffic signal which allows a set number of vehicles to pass. This is to assure that the freeway traffic moves smoothly. All the metered ramps are designed with bypass lanes for carpools with two or more persons, buses and emergency vehicles. The bypass lanes are not metered so vehicles allowed in these lanes can move onto the freeway without stopping.

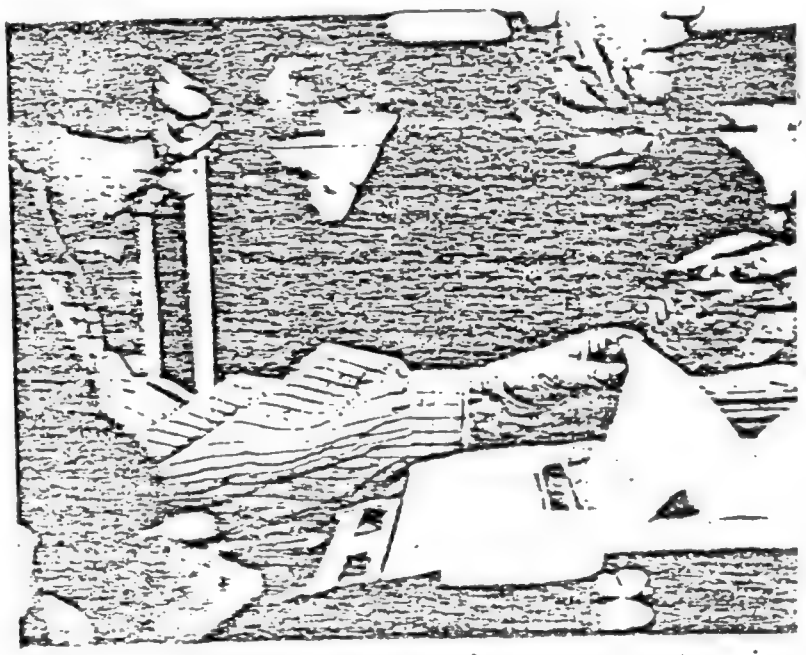
The concensus of opinion on the workability of the ramp metering was that it had improved the operation of traffic significantly. Rear-end type accidents which have been occurring due to stop-and-go traffic have been reduced and even in the event of an accident on the freeway, the ramp meters can be adjusted to hold back the ramp traffic to a more orderly flow permitting the freeway to return to normal operations quickly.

Truckers at the meetings at Jubitz Truck Stop were able to make valuable suggestions which were being sought by the Oregon Department of Transportation. One important point made by a driver was the difficulty of trucks to regain speed to merge with the flow of freeway traffic after a dead stop at the ramp signal. The D.O.T. agreed that adjustment would be made to facilitate the truck merging.

Among the various ways discussed to assist trucks to merge was through signing at a location several hundred feet from the ramp signal, adjusting the timing of the signal, and possibly allowing trucks to roll on through to maintain a merging speed. Ideas will be discussed by the Oregon D.O.T. and a solution will be decided upon and tested.

In general, truckers were not experiencing any other particular problems with the new system and they felt that traffic movement had improved during rush hours on the freeway.

# '49er Truck Plaza Weather Center



*Anita Daniels manipulates the computer termina keyboard and out comes up-to-the-minute weathe reports and road conditions. The '49er Weathe Center is a new addition to the services of the '49e Truck Plaza in Sacramento.*

The '49er Truck Plaza in Sacramento, Californi has created the '49er Weather Center, a computerize operation capable of almost instantaneous weathe reports for professional drivers.

It takes a few strokes on a computer terminal ke board to summon up current weather conditions - and the printed reports are easily understood by th average reader.

Since the '49er Truck Plaza is situated on Inte state 80 just west of the Donner Pass in the High S erra, the weather reports, up to the minute, hav proved invaluable to drivers. They literally gather the '49er when the skies darken.

When there is questionable weather ahead, th '49er people become instant weather experts - - an there is no guesswork.

The system hooks up with Weather Netwo which feeds information from weather satellit weather services, the Federal Aviation Agency a marine reports. The network's high-speed comput can supply any of 900 reports, updated hourly, f points throughout the world.

VICTOR ATIYEH
GOVERNOR

# *Department of Transportation*

## METROPOLITAN BRANCH

5821 N.E. GLISAN, PORTLAND, OREGON 97213

February 19, 1981

RECEIVED
STATE HIGHWAY DEPT.

In Reply Refer to
File No.

KENNETH ANDERSON
Wagner Mining Equipment Company
P.O. Box 20307
Portland, OR 97220

I appreciated our discussion on the phone last week relative to your letter to Chairman Yturri, Oregon Transportation Commission.

We did modify the main layout on Union Avenue at its connection with I-5 this week attempting to extend the carpool bypass lane for the ramp metering project. That effort will have a definite effect on the intersection which concerned you at Union Avenue and East Marine Drive.

We will continue to evaluate that intersection relative to installation of a traffic signal. Once the ramp metering project settles down, we will complete a signal investigation and establish a new priority for the installation of the signal at that intersection.

However, as I explained on the phone, our previous examination did not establish a high enough priority at that intersection to justify the cost of the signal installation.

I certainly do acknowledge the problem you defined and attempts have been made to improve the situation over the last five years.

One of our problems now is that we are stretching our funds and the cost of a signal at the intersection of Union and E. Marine Drive would cost about $65,000.

ROBERT N. BOTHMAN
Metropolitan Administrator

RNB/po

cc: Anthony Yturri
Fred Klaboe
Scott Coulter

February 18, 1981

Mr. C. R. Hillyer, Editor
OREGON VOTER DIGEST
103 N.W. 9th Avenue
Portland, OR 97209

Dear Mr. Hillyer:

The ramp metering system is programmed to attempt to make the freeway function more efficiently.

We have monitored the ramp metering system extensively since it became operational, and our results indicate that it has helped alleviate traffic flow considerably.

Movement in the northbound (evening) direction is of more benefit than the southtound movement, saving about a quarter hour per day for commuters coming from Vancouver and over 500 gallons of gas. I am sorry to not receive the revenue from the gasoline sales.

Enclosed for your information is a copy of the Executive Summary of a report made to the Transportation Commission on the first two weeks of the system. We will make another after the first two months and furnish you a copy if you so desire.

Sincerely,

H. S. Coulter
State Highway Engineer

HSC:ji
Att.
bc: F. B. Klaboe
R. N. Bothman
R. P. Hamilton

# EXECUTIVE SUMMARY

The purpose of this project is to assure that the I-5 North Freeway operates smoothly at its maximum capacity. This is accomplished by regulating the flow of traffic entering the freeway at the interchange ramps. Ramp metering provides this regulation.

The six-mile project on I-5 is between the Interstate Bridge and the Broadway Bridge. Nine northbound and seven southbound ramps have ramp meters. (However, the Hayden Island meters were not operational due to equipment problems.) Traffic entering the freeway is metered through a traffic signal which allows a set number of vehicles to pass. This assures the freeway will operate smoothly. All the metered ramps are designed with bypass lanes for carpools with two or more persons, buses, and emergency vehicles. Vehicles using the bypass lanes are not metered, consequently can move onto the freeway without stopping at the meter.

Since the opening of the ramp metering, northbound traffic operation during the peak period has improved significantly. The average speed at the Denver on-ramp has increased from 12 to 44 m.p.h. for northbound traffic. Over the length of the project from Broadway to the Interstate Bridge, average travel speed has increased from 17 to 40 m.p.h. In travel time this equates to a savings of 13 minutes. At the same time, the volume of cars passing the Denver ramp has increased from 6800 to 8750 during the 3-hour period of ramp metering.

For southbound traffic the changes have not been as substantial. The average speed during the peak period at the Lombard ramp has increased from 33 to 35 m.p.h. Over the length of the project, average travel speed has increased from 44 to 46 m.p.h. In travel time this equates to a savings of

one minute. The volume of vehicles passing through this section at Lombard has remained relatively constant at 9300 vehicles in the 3-hour period.

In addition to these improvements, the evening peak period has been shortened from 4 hours to 3 hours. Also, an estimated 540 gallons of gasoline per day are being saved by the motorists. The accident rate for rear-end type accidents, the kind experienced with stop-and-go traffic, was 1.5 per week before ramp metering. One reportable accident has occurred since opening two weeks ago. It was not related to ramp metering. An incident on the Interstate Bridge stopped freeway traffic on January 14. The ramp metering system helped clear the freeway by holding the ramp traffic to an orderly flow while permitting the freeway to achieve normal operations more quickly.

To introduce these new traffic management techniques, an extensive public education effort was undertaken. Twenty-five meetings with local businesses, neighborhood groups, and public officials were held. Signs on the metered ramps announced the anticipated meter turn-on and an information phone number. A handout was given to each motorist using the metered ramps the day before meter turn-on. A significant effort was made to inform the news media of ramp metering, especially the air traffic reporters who broadcast traffic conditions during the peak hours.

The Oregon State Police are providing enforcement on the project. Observed violations of ramp metering and carpool lanes have been low.

Several minor timing adjustments were made during this two-week period to bring freeway operation up to expected levels. The carpool lane at Denver-Delta ramp were also closed for the same reason. Future adjustments in timing and design are expected.

February 4, 1981

Tawny R. Stark
3407 Third Street
Tillamook, OR 97141

Dear Ms. Stark:

The attached executive summary was extracted from the Department's report of the first two weeks operation of the new freeway ramp meters on I-5 in Portland. We are very enthusiastic with the operation of the meters, and the significant improvement in the flow of traffic during the peak hours.

The Department carried on a very active public information program during the last year. I have included two of the brochures used during the program. The smaller brochure was handed to every ramp user the week the project was opened. It explained how the system should be used, specifically directing users to the freeway ramp closest to their trip origin. We offered presentations to every neighborhood and civic organization employed in the area, realizing that most of the users of the ramps were commuters. We showed films and explained ramp metering to 25 groups. That program has paid off in the implementation of the project.

At the present time, approximately 20,000 vehicles use the I-5 Freeway during the three hour peak morning and evening hours. The time savings for the evening users is 15 minutes per trip and one minute per trip for the morning. That savings plus the fact we have not experienced any rear-end accidents since the project opened three weeks ago, compared to 1½ accidents per week prior to the opening and with the calculated savings of 843 gallons of gasoline per day, it is anticipated that the pay-off of the project could be in well under a year.

Ramp metering is presently used in ten other states with the meters having been in use for 15 years in southern California.

We have a full report with the statistics which have been collected from the system that measures the speed and volume on two minute increments at each of the ramps and each freeway lane at each ramp to provide the information to adjust the signals. That report is available from R. H. Bothman, Oregon Department of Transportation, 5821 N.E. Glisan, Portland, Oregon 97213.

I appreciate your interest in the project and am happy to report that it is a successful use of traffic management to improve traffic speeds and capacities on this congested freeway.

Sincerely,

H. S. Coulter
State Highway Engineer

Attachment
RNB:nyr 1b
bc R. N. Bothman

3407 3rd St
Tillamook, OR. 97141

January 21, 1981

Dear Mr. Coulter,

What do you think of the new Freeway ramp entrance? Do you think they did a good job or make it worse. It seems like it makes it worse because some people just don't understand how they work yet.

Do you think it was a good use of money or a waste? Do you think other states should or would use their money?

Do you think they will prevent accidents to make them safer?

I would appreciate your answers from you on the most pressing issue.

Sincerely yours,

Dale Wyatt Brake

RECEIVED
STATE HWY ENG
JAN 29 '81
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Art | File

STATE OF OREGON
Department of Transportation
Metropolitan Branch

**INTEROFFICE MEMO**
Telephone: 238-8-26
Date: January 30, 1981

File No: 626-1913

TO: F. B. KLABOE
Director

FROM: R. N. BOTHMAN
Administrator

SUBJECT: I-5 Ramp Metering

Although we have received numerous phone calls, the attached letter represents the first correspondence concerning the new ramp metering project in Portland.

Since it is so positive I am passing it along for your information.

All the calls received the last two days at the Metro office have been very positive. Most of them start off with a thank you of some type for implementing a major improvement to the I-5 Freeway. We are keeping a record of all the phone calls and the people's comments.

RNB:nyr

Attachment

RECEIVED
DOT DIRECTOR
JAN 30 '81
REFER TO

626-1101

AGRICULTURAL
CHEMICAL DIVISION

Stauffer

# Stauffer Chemical Company

Suite 330, Lloyd Bldg., 700 N.E. Multnomah, Portland, OR 97232 • Phone (503) 238-4622

January 27, 1981

DM PDE FFM SPC
ODOT - METRO

Department of Transportation
Metropolitan Branch
5821 N.E. Gilsan
Portland, Oregon 97213

JAN 29 1981

BM PAR PPC FILE T/A

Gentlemen: + Woman

As one frequent user of I-5 to and from the Portland area from Vancouver, I want to go on record as one who believes the system is working and will improve with time as people learn to find new ramps that do not have such tremendous build-ups.

For example: Going to Vancouver from the Portland International Airport late in the afternoon, rather than to use Marine Drive, it's obviously better to go back toward town and enter I-5 northbound on say Portland Boulevard. As a suggestion for southbound in the morning, trucks entering I-5 from Columbia Boulevard southbound it is difficult for them to get up speed, particularly with a heavy load, without delaying traffic behind them. With so many trucking companies coming in on that access road, it would seem they could save more time by picking up I-5 southbound either at the west Marine Drive on ramp or the Delta Park on ramp southbound. Perhaps this suggestion by you to some of these trucking companies might be helpful in their truck movement.

I hope you get enough letters indicating satisfaction, and thus a justification for the money well spent. I believe it is also aiding many of your Oregon drivers who have to use that area of I-5 getting to and from work even though they may not have to go to Vancouver.

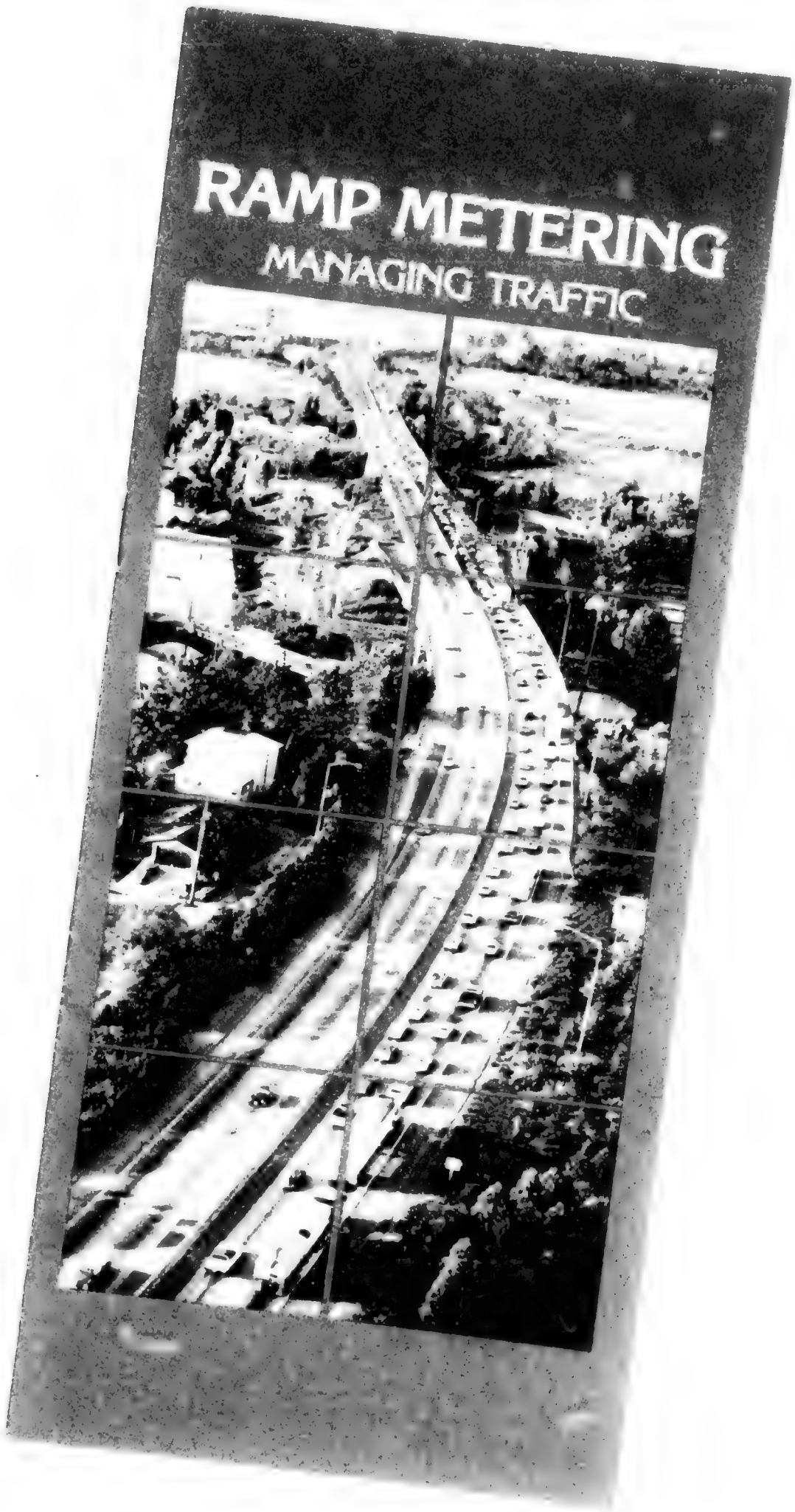
Very truly yours,

STAUFFER CHEMICAL COMPANY

T. J. McCaffrey
Regional Sales Manager

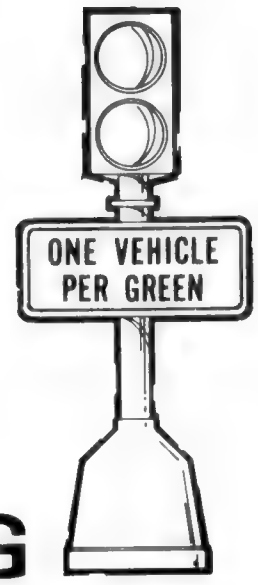
TJM:ks

PRESENTED TO OTC JANUARY 27, 1981 MEETING BY
BOB BOTHMAN  RE: RAMP METERING IN PORTLAND



*Starting Wednesday...*

# A SAFER, FASTER, SMOOTHER TRIP

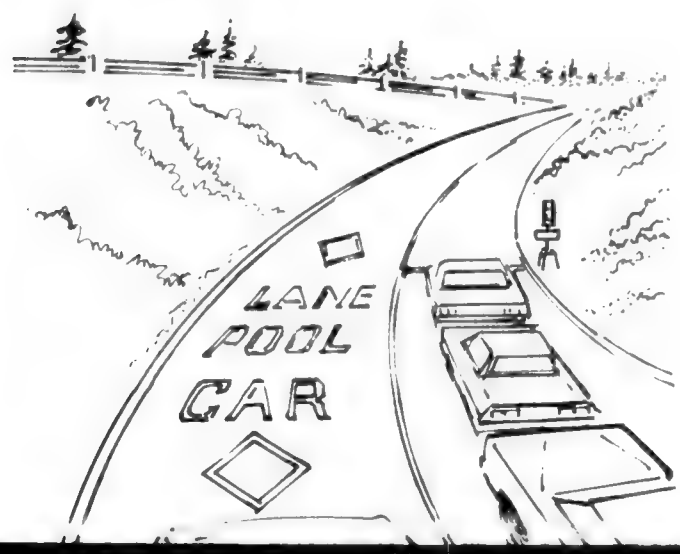



## ON I-5N WITH RAMP METERING

Beginning this week, motorists using this ramp during the rush hour will wait for a green signal light before entering the freeway. This signal, called a ramp meter, will actually get you where you're going quicker. The signals will operate Monday through Friday, 6:30 a.m. to 9:30 a.m. for southbound ramps and 3:30 p.m. to 6:30 p.m. for northbound ramps.

## HERE'S HOW IT WORKS -

- Ramp metering works like a red-green traffic signal; you will wait on red, go on green.
- Only one car is allowed to enter the freeway for each green light.
- Cars are released onto the freeway one at a time regulating the spacing as well as the number of cars entering the freeway.
- Merging is made easier and the freeway does not become congested with large numbers of vehicles trying to enter at one time.
- By controlling the flow of traffic entering the freeway, stop and go conditions on the freeway are reduced. This results in fewer accidents and improved miles per gallon for you.
- Designated carpool lanes are for vehicles with two or more persons only.




### CAR POOL LANE

Special lanes are provided on each of the metered ramps for carpools, buses, and emergency vehicles.

A carpool requires a minimum of two people in a vehicle including the driver. Carpools may move directly onto the freeway without stopping for the traffic signal.

The signs at the on-ramps tell you the days and hours the requirement applies. The pavement of these lanes is marked with a diamond symbol and the words CAR POOL LANE.

Carpoolers and bus riders are encouraged to re-

# SMOOTHER TRIP

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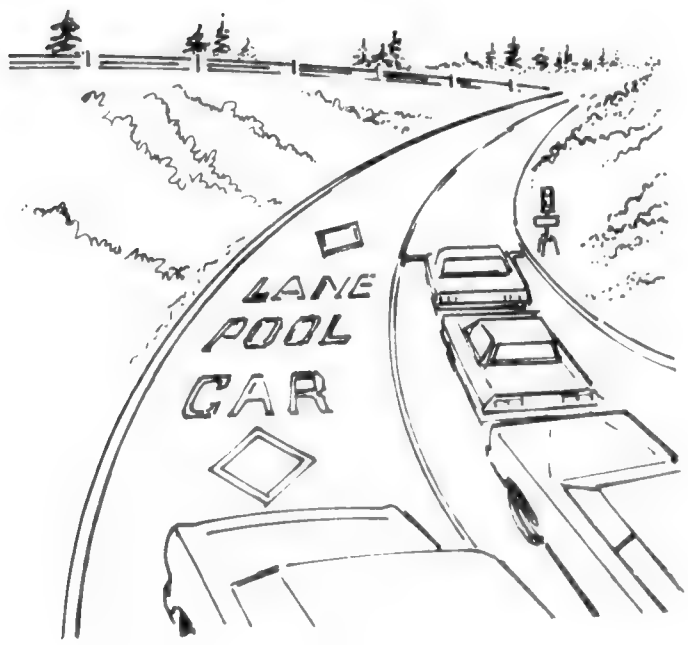


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The signs at the on-ramps tell you the days and hours the requirement applies. The pavement of these lanes is marked with a diamond symbol and the words CAR POOL LANE.

Carpooling and bus riding are encouraged to reduce the number of vehicles using the highways during the time when traffic congestion is heavy.

*FOR FREE HELP IN FORMING A CARPOOL, DIAL THE LETTERS*

C·A·R·P·O·O·L (227-7665)

BETH CAMPBELL/Columbian

Oregon officials will try to thwart cheaters by closing car pool lanes at two ramps.

# Meter cheaters

## *Changes set for I-5 ramp system to make commuters use neglected routes*

By THOMAS RYLL
Columbian Writer

If people won't play by the rules, change the rules.

That is part of the philosophy the Oregon Department of Transportation will use Monday to cut back on the number of ramp meter beaters at Denver and Delta avenues in north Portland.

Despite some problems, however, traffic engineers say the meters have slashed commute times from Portland by half after only one week of operation.

Since the Jan. 7 start of the ramp meter project, the system has been plagued with cheaters who defy pleadings of engineers and get on the northbound freeway as close to the bridge as possible in the evening.

The ramp meters, which are red-green traffic signals to control freeway access, have longer red periods near the bridge. The transportation department is trying to persuade commuters to get on the freeway near where they work — or at least not near the bridge.

Now, part of the problem is motorists who are not playing by the rules and bypassing the stalled traffic by using the carpool lane. Each metered ramp has a bypass lane that can be used by emergency vehicles or vehicles with two or more occupants

In an attempt to balance the system and keep freeway traffic from slowing in the Delta Park area, the carpool lanes at Denver and Delta avenues will be closed beginning Monday.

"Those carpools can still use Union or Portland Boulevard or any of the ramps they have previously passed up, or they can proceed through the metered lane," said Bob Bothman, the transportation department's district administrator.

The heaviest congestion on the freeway continues to be at the Delta ramp between 4 and 5 p.m., said Bothman.

Transportation department spokesman Vickie Rocker said that before meter use the average northbound rush hour trip on the six-mile stretch between the Broadway and Interstate bridges took 21 minutes with an average speed of 10 mph. The same trip now can be made in 10 minutes with an average speed of 26 miles per hour, she said

Although southbound traffic is rolling at 45 to 55 mph in the morning, a slow spot persists between Columbia Boulevard and North Portland. Bothman said there is no obvious cause for it.

The ramp meter on Columbia now is being turned off at 9 a.m. (a half-hour earlier) to coincide with the start of heavy truck traffic, Bothman said. Engineers also are looking at other changes such as moving the meter farther back on the ramp.

Other fine-tuning has included switching on signals at Union, Swift, Denver and Delta 30 minutes earlier to meter cars before freeway congestion starts

Transportation department engineers say it still is too early to judge the benefits of the $500,000 system. Bothman said the goal is to keep traffic moving at 35 mph in an even flow.

# Ramp meter changes due

Continued traffic congestion on Interstate 5 at the Delta Park onramp during evening rush hours has forced the state Highway Division to make a change in its new ramp metering system.

Beginning Monday during the 3:30-to-6:30 p.m. rush hour, carpool lanes at both the North Denver Avenue and Delta Park onramps will be closed.

Oregon Department of Transportation engineers say too many cars are entering at those points, especially from 4 to 5 p.m.

"The solution remains the same," said Robert Bothman, the department's metropolitan administrator. "We need to get more motorists diverted to other onramps."

He noted that although the lines on the two metered ramps have shortened, there continues to be an unusually high volume of traffic in the carpool lanes.

"These people are not getting the message that the freeway is working now with ramp metering — and they continue to bypass ramps that are actually closer to where they begin their commuting trip," Bothman said.

That is why the carpool lanes will be closed starting Monday at the Denver and Delta onramps, he said.

"Those drivers using the carpool lanes can still use Union Avenue or Portland Boulevard ramps or any of the other ramps they have passed up. Or they can proceed through the metered lanes," Bothman said.

Under the ramp metering system, vehicles with two or more persons can use the carpool lane at a metered freeway entrance. All other vehicles must use the metered lane, which controls freeway access with a timed signal.

Bothman said except for the Delta Park congestion problem, the ramp metering system was "working very well."

He noted that during late-afternoon rush hours, vehicle speeds had increased on the freeway and commuting time had been cut in half during the metering system's first week of operation.

Before the meter system's start Jan. 7, he said, northbound rush-hour trips averaged 21 minutes with speeds of 10 miles an hour from the Broadway to Interstate bridges. By the middle of this week, the same trip could be made in 10 minutes with an average speed of 26 miles an hour.

The only morning problem appeared to be with a traffic slowdown at times between North Columbia Boulevard and Portland Boulevard ramps. As a result, the ramp meter at Columbia Boulevard was turned off at 9 a.m. instead of 9:30 a.m. Thursday morning.

"That's the time when the heavy truck traffic really starts," Bothman said.

The morning metering hours have normally been from 6:30 to 9:30 a.m. But highway engineers feel the upgrades on the freeway in the Columbia Boulevard-Portland Boulevard section and that on the Columbia ramp have led to truck congestion during the metering hours.

Oregon Journal, January 14, 1981

# I-5 ramp meters starting to ease rush hour traffic

By FRED LEESON
Journal Staff Writer

More cars traveling at faster speeds are using the I-5 freeway after the first week of a new ramp metering system between the Broadway Bridge and the Columbia River.

Figures compiled by the Oregon Department of Transportation indicate that average speeds during the evening rush hour on the freeway have doubled from about 10 to 20 miles per hour.

At the same time, the number of vehicles using the freeway during the critical evening rush period has jumped from about 5,150 to as high as 7,500 during the period from 3:30 to 6 p.m.

"We are very satisfied with the operations so far," Robert Bothman, chief ODOT highway engineer for the Portland region, said Wednesday. "The system is doing just exactly what it's supposed to do."

The six-mile freeway stretch from the Fremont Bridge to the Columbia River is considered the most heavily congested highway in Oregon.

Ramp meters turned on last week are intended to regulate the flow of cars entering the freeway during morning and evening rush hours so that isolated bottlenecks do not slow traffic for miles behind.

"We still have a problem at Delta Park in the evenings, but the backups (cars waiting on the ramp to enter the freeway) are not as severe as they were last week," Bothman said.

During the morning rush hours, Bothman said there is "a bottleneck for a very short section between Columbia Boulevard and Lombard (Street.)"

He said changes in the timing of red and green lights at the Union Avenue interchange at Delta Park will be made in an effort to ease the evening congestion. He said no changes are planned for southbound traffic in the morning rush period.

"We've already made some changes at Delta, but we wanted to give it (the whole system) two weeks before we start fine tuning it."

Based on data from counting devices at each interchange, the average evening freeway speeds jumped from 10 to 26 mph when ramp meters were switched on last Wednesday.

Since then, average traffic speeds have ranged between 19 and 26 mph, Bothman said.

Bothman, who has been driving the freeway daily to monitor the ramp metering, said the average time between the Columbia River and the Broadway Bridge has been sliced from 21 to 11 minutes.

Engineers had hoped the ramp metering would increase average rush hour speeds to 35 mph, Bothman said. "I think we will get there," Bothman said. "We're slowly creeping toward 30 already."

Despite some motorists who were angry about having to wait their turns on the ramps, Bothman said his office has received few complaints.

"We're very satisfied. Enforcement has been no problem and accidents have been no problem," he said.

The bottleneck at Delta Park is attributed to drivers who travel north on Williams or Union Avenue to avoid freeway congestion, and then try to squeeze on the freeway to cross the Interstate Bridge.

As a result, the heavy congestion at Delta Park used to slow freeway traffic for miles behind.

"These people are learning to get on the freeway at Alberta or Going (Streets), instead of trying to merge in at Delta," Bothman said.

"But we still have too many coming in at Delta. What we'll do is crank down the 'green' time at that ramp," he explained.

ODOT figures show that 5,150 cars used I-5 northbound during the evening rush period last Tuesday, the day before ramp metering began.

Vehicle totals climbed to 6,650 last Wednesday, fell back to 5,500 last Thursday, and jumped to 7,100 and 7,500 on Friday and Monday, Bothman said.

Northbound meters operate from 3:30 to 6:30 p.m. and southbound meters operate from 6:30 to 9:30 a.m.

The COLUMBIAN Sunday, Jan. 11, 1981 Vancouver, Wash.

# Unsnarling I-5 commute has commuters snarling

By CYNTHIA TANK
Columbian Writer

Oregon transportation officials are hoping northbound evening commuters will take the hint.

Vancouver motorists continued to call The Columbian Friday to complain about freeway on-ramp jam-ups in the Delta Park area of Interstate 5. The jams are caused by the state's new ramp-metering system that went into effect Wednesday. Red and green lights direct motorists onto the freeway one at a time.

The lights have kept freeway traffic moving. But in the Delta Park area, they are causing longer-than-usual waits at on-ramps. The red lights toward the northern end of the freeway are set longer in the evening, to discourage cheaters. For years motorists have tried to outwit freeway traffic by driving on side streets and getting onto I-5 farther north than they normally would.

Bad weather and accidents jammed up traffic Wednesday and Thursday, adding to the problems of motorists who were trying to accustom themselves to the stop-and-go system on the ramps.

But Friday's clear weather helped things go more smoothly, said Vickie Rocker, spokeswoman for the state Department of Transportation.

"We couldn't be more pleased" about Friday morning's traffic flow, she said that afternoon. "I would like to congratulate the motorists. They did a marvelous job this morning. In two days they figured out those lights."

Ms. Rocker said the department conducted a study last spring in which officials stopped motorists to ask them where they were coming from and going to.

"We found a high percentage (of motorists on the Delta Park and Union Avenue on-ramps) who had passed up earlier ramps," she said.

A number of northbound on-ramps south of Delta Park are under-used, she said. They include Portland Boulevard and Going and Alberta streets.

"Even Broadway is under-used," she said.

Ms. Rocker said the department realizes not all the motorists trying to climb on to Interstate 5 at Delta Park are at the wrong exit. For some, the ramps there are the logical place to enter the freeway.

But she said they will have to suffer until other motorists take the hint.

The ramp system for I-5 has been, and so far continues to be, terribly unbalanced, she said. The department's first goal is to get traffic moving more smoothly on the freeway, and that slowly is being accomplished, she said. Ramp traffic will smooth out, too, once the volume of cars entering the freeway is spread equitably among the on-ramps, she said.

The ramp-metering system has worked in other areas of the country, she said, but it takes time. The department has the option of altering the timing of the ramp lights, but for now they will remain as they are. Officials hope they will discourage the cheaters.

Ms. Rocker said there are data collectors at each ramp that tell the department computer the number of cars that enter the freeway, the number of violators (motorists who disregard the light), as well as freeway speeds. There also have been traffic engineers stationed morning and evening at each ramp. DOT district administrator Bob Bothman has been flying in a helicopter each evening to observe the traffic flow.

Every morning the traffic engineers and some state policemen have been meeting to discuss their observations, she said.

The traffic monitoring schedule will continue next week, although it will probably alternate between morning and evening shifts.

Oregon Journal, January 9, 1981

# Metering working along I-5

"The freeway operated very well this morning," the head of the I-5 ramp-metering project said at midmorning Friday.

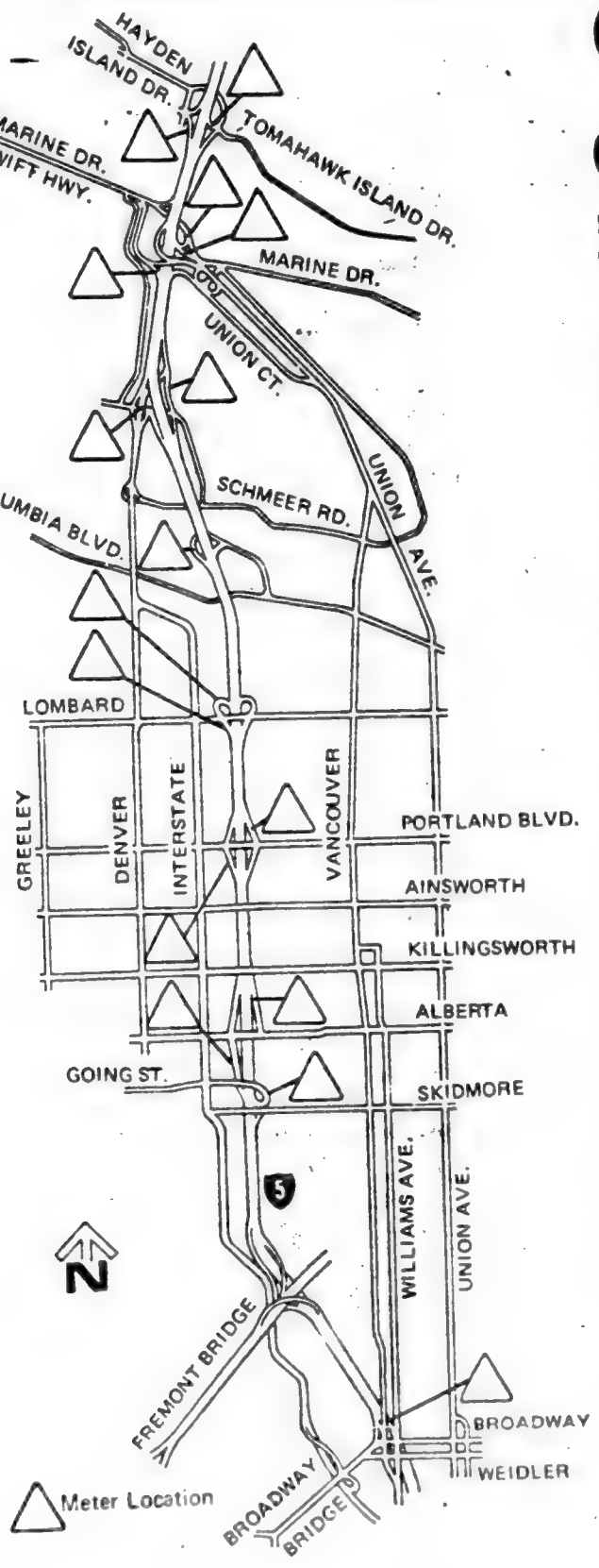
"I had to slow momentarily to 20 mph, but in a minute was back up to 40," said Don Adams, manager of the attempt to cure the region's worst traffic bottleneck, the interstate corridor between North Portland and Vancouver, Wash.

Ramp metering is a way of dribbling cars into the high-speed lanes at an electronically controlled rate, instead of letting them shoulder into the flow at their own pace.

The system was plugged in for the first time Wednesday morning.

"I don't know yet if we had lighter traffic this morning — the metering tapes haven't been pulled yet — but traffic just slowed very well," Adams said cautiously.

Oregon State Police reported no unusual problems.




# Officials laud meters despite initial problems

By STAN FEDERMAN
of The Oregonian staff

Despite continuing criticism from unhappy motorists, state highway officials insisted Thursday that the new ramp-metering system on Interstate 5 between the Broadway and Interstate bridges would work — "if the public gives it a chance."

Robert Bothman, metropolitan highway engineer of the Oregon Department of Transportation, said the system already has proven that it can increase driving speeds on the freeway in rush hour traffic.

He said that during Wednesday's opening of the system, a traffic count showed that the freeway carried 6,650 vehicles at an average speed of 26 miles per hour during the late afternoon rush hours. The previous night — with no metering system in effect — the freeway carried only 5,150 vehicles during those hours at an average speed of 10 mph.

"That's an increase of more than 15 miles per hour plus an additional 1,500 vehicles," said Bothman. "And we feel we can reach speeds of 30 to 35 miles per hour after some adjustments."

He admitted that the system — designed to eliminate rush hour traffic jams on the five-mile freeway stretch — needs major tinkering with the metering signals at some of the on-ramps so vehicles can move more quickly onto the freeway.

Most of the system's problems in the late afternoon have occurred at the on-ramps at North Denver Avenue and Delta Park entrances. Morning problems have occurred at the North Portland Avenue and Columbia Boulevard ramps. In each case, long lines of vehicles have jammed up bumper-to-bumper, causing major traffic congestion.

Bothman said he feels the afternoon problem is being generated mainly at the two Denver Avenue ramps that carry traffic from North Schmeer Street and Interstate Avenue. "There are just too many cars trying to merge onto the freeway at this point," he said.

As a result, the highway engineers plan to increase the waiting time at the ramps from 5 seconds to 6 or 7 seconds before the green light flashes, giving vehicles controlled access to the freeway.

"A second or two can make a big difference in alleviating this type of congestion," Bothman said.

Bothman, who flew over the metering area for three hours Wednesday night, said on-ramps nearest downtown Portland — such as Portland Avenue, Alberta Street and Broadway — caused no problems at all. "In fact, they were hardly used."

He said this means people are bypassing these ramps to try and enter the freeway at later entrances, "and this accounts for some of the problems we're having."

Bothman said he thought motorists would begin using the close-in ramps once they find out they don't have to wait long to enter the freeway.

The second day of morning rush hour metering use was little different from the first, according to Bothman. There were still some backup problems Thursday at the Portland Boulevard entrance and some congestion on the freeway between Denver and Lombard avenues.

THE CHRONICLE Thursday, January 8, 1981

# Ramp metering program begins in Portland

Motorists traveling in the Portland area will find new signals in operation on many traffic ramps leading onto Interstate 5, beginning Jan. 7.

The ramp metering signals on I-5 freeway on-ramps between Broadway and Interstate bridges will operate for southbound traffic from 6:30 a.m. to 9:30 a.m. weekdays, and weekdays from 3:30 p.m. to 6:30 p.m. for northbound traffic.

Ramp metering is designed to ease traffic congestion during rush hours by spreading out the traffic entering the freeway. Average rush hour speed on I-5 is expected to increase from 10 to 35 miles per hour once the program is operational.

The ramp metering signal, unlike an intersection traffic signal, will flash from green to red with no intermittent yellow light. The signal cycle will be short with only two seconds of green allowing a single car at a time to go through the signal and enter the freeway. The red time will vary depending upon the ramp, from two to 13 seconds.

A carpool lane is provided at each on-ramp for emergency vehicles, buses and vehicles with more than one occupant. Motorists using this special lane do not have to stop for the signal.

Oregon State Police will enforce the signal system, and use of the carpool lane. Violators of the ramp signal and carpool lane are subject to a $30 fine.

# Meter debut smooth

January 8 1981

By THOMAS RYLL
Columbian Writer

Newspapers and novels might be taking a back seat to driving chores if Interstate 5 traffic continues to move as smoothly as it did Wednesday night, the debut of a $500,000 ramp meter system.

A driving check by The Columbian and comments from commuters indicated that while traffic was slow near Delta Park, it — amazingly — rarely came to a stop. The story was different, however, for cheaters who tried to cut through Delta Park, as highway engineers had warned against.

Traffic northbound on I-5 from Portland often grinds to a halt in the evening, giving some motorists a chance to catch up on their reading.

The ramp meters are intended to solve the dilemma by regulating the frequency with which cars enter the freeway. Engineers say that without the traffic-signal ramp meters, too many cars crowd in at freeway entrances, slowing two or three lanes of traffic.

An Oregon Department of Transportation spokeswoman said this morning an estimated 1,000 cars per hour are getting on the freeway at the wrong ramps, causing delays at some ramps while others are empty.

Another problem surfaced Wednesday evening: Trucks stopped at the Going Street ramp were not tripping the green light because the truck cabs were too far into the adjacent carpool lane. That will be corrected, said Vickie Rocker, transportation spokeswoman.

"We're going to have to give it some time to let the system balance," she said. "It's those people that don't believe us that are getting delayed."

The meters appeared more effective Wednesday evening than in the morning, when traffic halted near Lombard Street.

"It was really good," said Grace Oberst, 1307 N.E. 95th Ave., a Tri-Met secretary who got on the freeway near Morrison Street. "What was really amazing was that there was no stopping by Delta Park."

Vehicles line up to enter Interstate 5 from Broadway Avenue in Portland about 4:45 p.

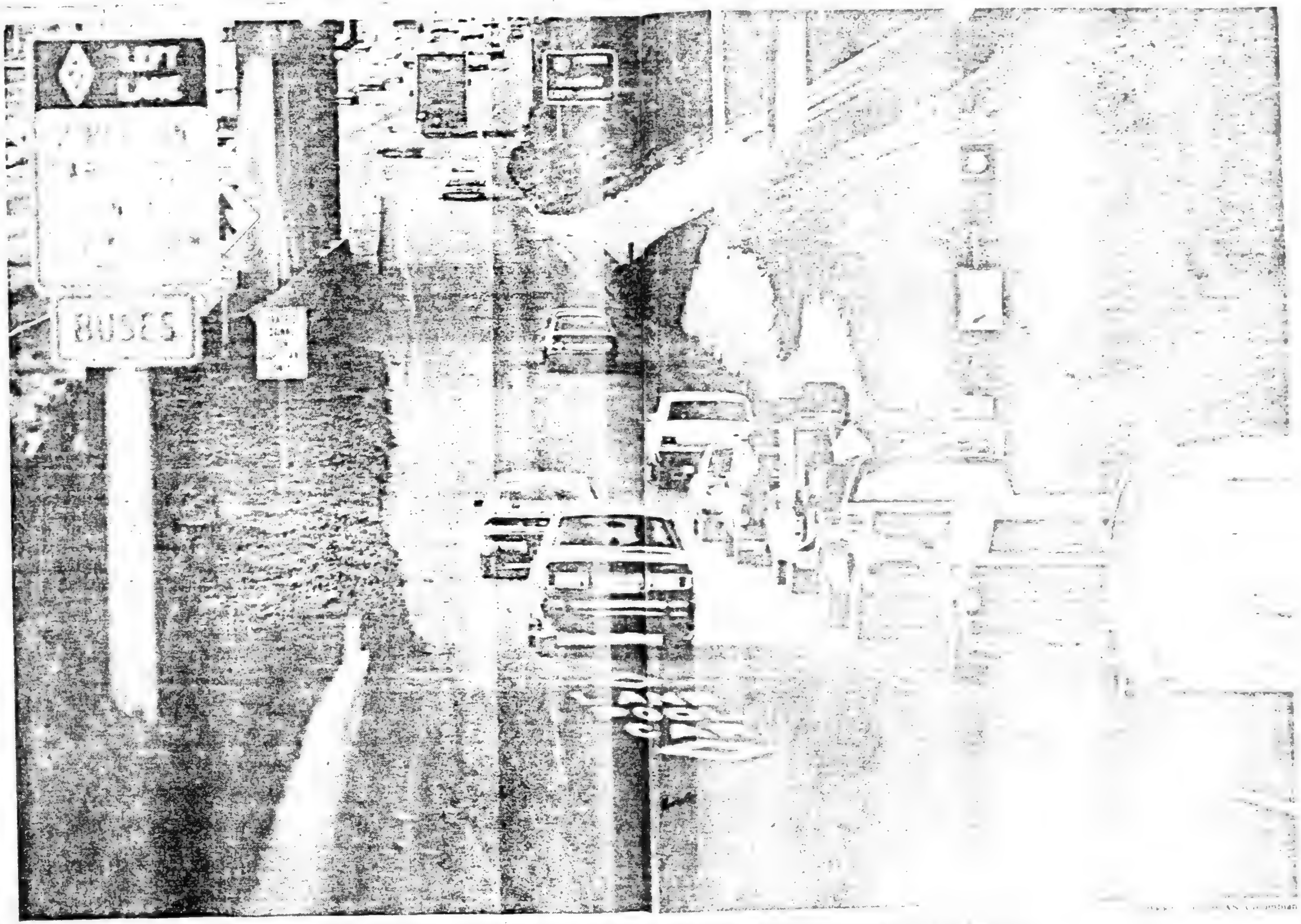
vehicles or cars with two or more occupants may legally bypass the lights.

Ms. Oberst, who has been making the drive from Tri-Met administrative headquarters at Holgate Street and Southeast 17th Avenue for

for the Portland Bureau of Water, said he saved five to 10 minutes driving home from the office at 1900 N. Interstate — even though he cheated. Sheldon did what Oregon Department of Transportation engineers

For [illegible] waiting at the back of [illegible] ramp [illegible] on Delta Park just east of the freeway near Portland Meadows, it probably looked like there were 700 cars in front. There just as engineers had [illegible] for a ramp [illegible] from

January 8 1981

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# smooth

By THOMAS RYLL
Columbian Writer

Newspapers and novels might be taking a back seat to driving chores if Interstate 5 traffic continues to move as smoothly as it did Wednesday night, the debut of a $500,000 ramp meter system.

A driving check by The Columbian and comments from commuters indicated that while traffic was slow near Delta Park, it — amazingly — rarely came to a stop. The story was different, however, for cheaters who tried to cut through Delta Park, as highway engineers had warned against.

Traffic northbound on I-5 from Portland often grinds to a halt in the evening, giving some motorists a chance to catch up on their reading.

The ramp meters are intended to solve the dilemma by regulating the frequency with which cars enter the freeway. Engineers say that without the traffic-signal ramp meters, too many cars crowd in at freeway entrances, slowing two or three lanes of traffic.

An Oregon Department of Transportation spokeswoman said this morning an estimated 1,000 cars per hour are getting on the freeway at the wrong ramps, causing delays at some ramps while others are empty.

Another problem surfaced Wednesday evening: Trucks stopped at the Going Street ramp were not tripping the green light because the truck cabs were too far into the adjacent carpool lane. That will be corrected, said Vickie Rocker, transportation spokeswoman.

"We're going to have to give it some time to let the system balance," she said. "It's those people that don't believe us that are getting delayed."

The meters appeared more effective Wednesday evening than in the morning, when traffic halted near Lombard Street.

"It was really good," said Grace Oberst, 1307 N.E. 95th Ave., a Tri-Met secretary who got on the freeway near Morrison Street. "What was really amazing was that there was no stopping by Delta Park."

Oregon State Police troopers were out en masse to enforce the ramp meter rules, which require all single-occupant vehicles to wait at the red stop lights until they turn green. No citation totals were available this morning, however.

Ms. Oberst said she noticed Wednesday a lot of people appeared to be disobeying the rules.

A Columbian reporter saw three vehicles bypass the red light at the Broadway entrance ramp near the Memorial Coliseum. There was no trooper there. Emergency vehicles or cars with two or more occupants may legally bypass the lights.

Ms. Oberst, who has been making the drive from Tri-Met administrative headquarters at Holgate Street and Southeast 17th Avenue for 22 months, said her commute was 10 to 15 minutes shorter than normal.

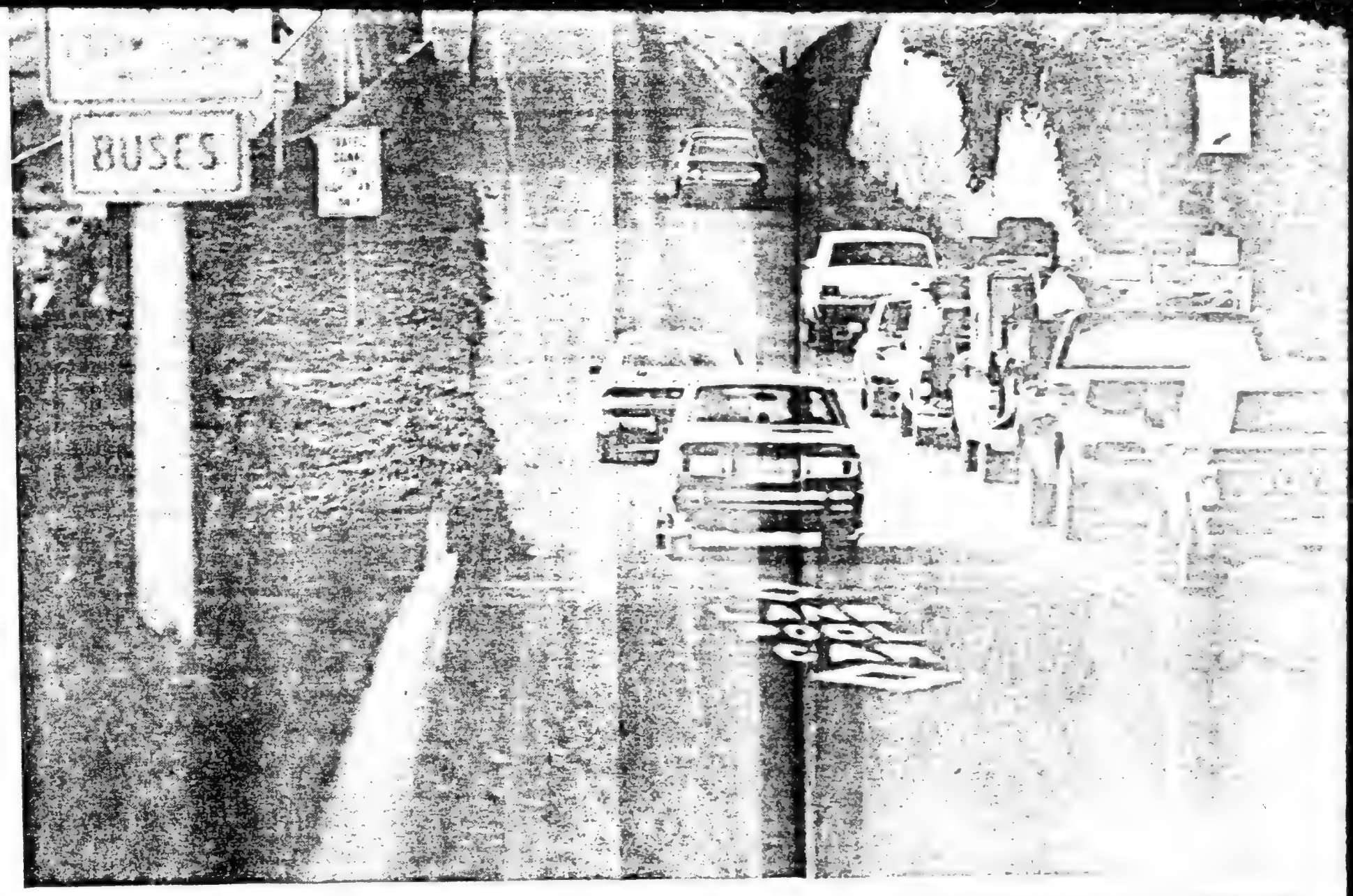
"Not bad at all," said Karen Brown, a Bonneville Power Administration secretary who got on the freeway near the Memorial Coliseum.

She too mentioned the Delta Park traffic that appeared to be rolling smoothly, if slowly. Her drive, to 4117 N.E. 44th Ave., took about 20 minutes — a figure rarely beaten but often exceeded during her six months of commuting, she said.

Keith Sheldon, a water service mechanic for the Portland Bureau of Water, said he saved five to 10 minutes driving home from the office at 1900 N. Interstate — even though he cheated. Sheldon did what Oregon Department of Transportation engineers warn against: he drove parallel to I-5 on Interstate Avenue to the Denver Avenue ramp.

Generally, the closer a ramp meter is to the Interstate Bridge, the longer its red light time. The Denver Avenue meter is one such light. However, Sheldon, a five-year commuter, was in a carpool with fellow workers and was able to skirt seven cars waiting at the light.

"We're going to try going back to Broadway tomorrow night, though," said Sheldon, 106 N.E. 88th Ave.




Vehicles line up to enter Interstate 5 from Broadway Avenue in Portland about 4:45 p.m. [illegible]

For commuters waiting at the back of the ramp meter line on Delta Park just east of the freeway near Portland Meadows, it probably looked like there were 300 cars in front. There just [illegible] traffic halted [illegible] more as commuters [illegible] freeway but [illegible]

"We sure saw a lot [illegible] there," Sheldon said.

Two more satisfied commuters were Mel Gardner and Gary Bevans.

Gardner, a Burlington Northern marketing employee, rides a Tri-Met bus home from downtown Portland. It entered the freeway after crossing the Fremont Bridge.

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Vehicles line up to enter Interstate 5 from Broadway Avenue in Portland about 4:45 p.m. Wednesday

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For commuters waiting at the back of the ramp meter line in Delta Park just east of the freeway near Portland Meadows, it probably looked like there were 700 cars in front. There, just as engineers had said, traffic halted and backed up for a mile or more as commuters tried to sneak onto the freeway but were foiled by a long red light.

"We sure saw a lotta cars there," Sheldon said.

Two more satisfied commuters were Mel Gardner and Gary Bevans.

Gardner, a Burlington Northern marketing employee, rides a Tri-Met bus home from downtown Portland. It entered the freeway after crossing the Fremont Bridge.

"We got in Vancouver ahead of schedule and I had to wait 15 or 20 minutes (for the

next bus," said Gardner [illegible] Bottle Grotto. "Everyth[illegible] real well."

Bevans, business man[illegible] Portland ship repair yar[illegible] 6:30 from Lloyd Center [illegible] 30 minutes later. He said the [illegible] faster than 30 minutes and usually [illegible] 45 minutes.

A Columbian reporter made [illegible] from the Memorial Coliseum [illegible] twice between 4:45 p.m. and 5:30 [illegible] trip took 10 minutes, the second [illegible] heavy traffic at Delta Park, took 15 m[illegible] During neither trip did traffic come to [illegible] and a few drivers stalled in Delta [illegible] undoubtedly were looking up at the freeway realizing they had made a mistake.

# *Engineers cite success*

# Meters give drivers congestic

By STAN FEDERMAN
of The Oregonian staff

The state's new freeway ramp-metering system was turned on for the first time Wednesday on Interstate 5 between the Broadway and Interstate bridges — and received bouquets and brickbats.

Highway engineers, who developed the system along the five-mile stretch in hopes of eliminating previous bumper-to-bumper traffic jams during rush hours, contended it worked well with a "minimum of opening-day problems."

However, many motorists — especially those caught in long lines of waiting vehicles at freeway entrances during afternoon rush hours — had slightly different ideas about the system.

"It's worse than it was before," said Mike Moses of Vancouver, Wash., who was stuck in a line of some 40 to 50 cars waiting to enter the freeway at the Delta Park on-ramp.

Ron Stone, also of Vancouver and in the same line, said he had used the ramp to go home every night — "and I've never seen it this badly congested."

Although there was some congestion north of Columbia Boulevard in the 6:30 to 9:30 a.m. rush hours, the metering system functioned fairly smoothly compared to the evening period from 3:30 to 6:30 p.m.

Once the 5 o'clock quitting hour sent thousands of homeward bound motorists onto the freeway, the system began breaking down at its northernmost entrances, such as Delta Park and Union Avenue.

Highway officials believed part of the problem might be motorists attempting to bypass earlier entrances and sneak in at the more northern on-ramps. However, there were many local motorists, who, like Stone and Moses, use these ramps every evening.

Oregon State Police troopers patrolling the freeway and its entrances believed the metering system basically helped traffic on the freeway to move a little faster Wednesday night than it normally did.

However, Trooper Rod Hill pointed out that the traffic volume is so heavy in North Portland that the metering signals were having a difficult time.

Robert Bothman, metropolitan highway engineer for the state Department of Transportation, said his staff was at a loss to explain the morning congestion on the freeway north of Columbia Boulevard.

He speculated that the congestion could be linked to "all the visitors we had in the area during the early morning hours."

He noted that there was a heavy influx of news media vehicles and police cars along the freeway — plus several of his department's monitoring vehicles.

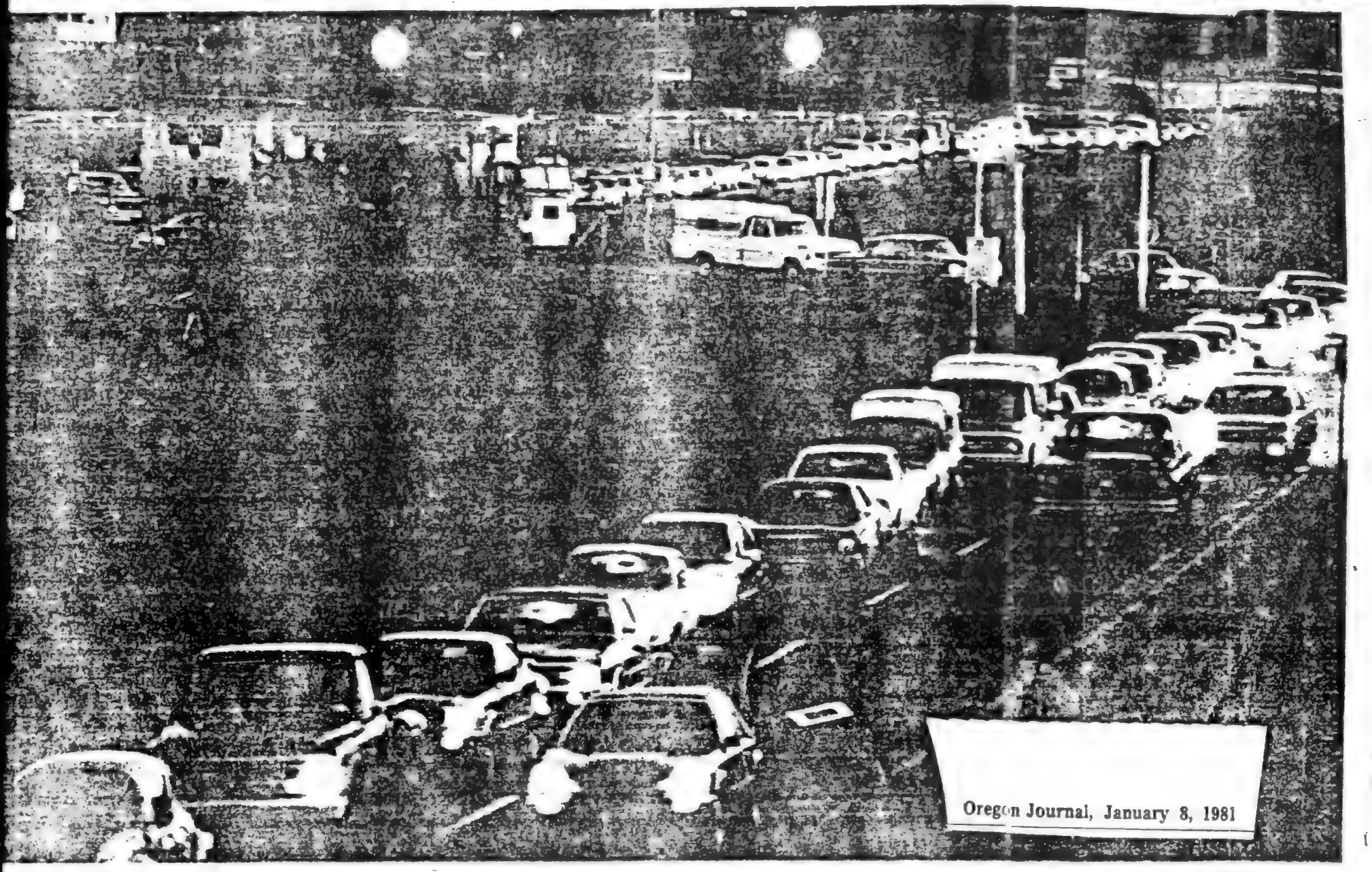
"We feel a lot of the congestion was the result of the natural hubbub connected with the start-up of the system," he said.

The system covers 16 entrances to the freeway, with a ramp-metering signal at each of the on-ramps. Each signal controls access to the freeway by permitting motorists to enter I-5 only at timed intervals, usually ranging from 2 to 13 seconds, depending on traffic flow.

Each of the on-ramps also has a car-pool lane to be used by emergency vehicles, buses and cars carrying more than one person. Motorists qualifying for use of these lanes do not have to stop for the metering signals.

Police reported there were no accidents during the morning metering and few motorists tried to run the signal lights

STOP ON RED — Ramp-metering signal system went into effect Wednesday morning on Interstate 5 between Broadway and Interstate br on-ramp, cars await signal t




NCHWORM — Drivers who chose Wednesday ight to get their vehicles on the I-5 freeway via hmeer Road at Delta Park found traveling to the light meter s-l-o-w, although freeway traffic above them was moving smoothly for most of their wait. On-ramp metering system began operating Wednesday with few problems except for tie-ups near Interstate Bridge.

MARV BONDAROWICZ/Oregon Journal

# *Ramp users asked to 'try patience'*

By JANET CHRIST
and WALLI SCHNEIDER
Journal Staff Writers

Truckers and motorists turning red en during the green lights on I-5's new etered ramps are being asked to "try a tle patience," rather than just have tried atience.

"I can understand the frustrations — pecially of the truckers — when they ve to stop, gear down and start up gain on an uphill ramp," said Don Adns, project development manager for the regon Transportation Department.

"But the meter system is only two days d. We're observing the system every ay and we'll make any adjustments if ey're necessary."

Biggest backup and blockage of traffic nursday, Adams reported, was on the olumbia Boulevard ramp, the only "up mp" where truckers have the most roblems.

"But traffic also backs up from far be nd that," Adams said. "We're getting t of flack from people in autos wh cked up."

Trepidation about a new pro e one of the answers.

"Like anything else, this is new and ople are going to fear it or resent it," gt. Russ Marsh of the Oregon State Poce said Thursday.

"Nobody likes anybody else telling nem what to do," he said. "Especially not America. People have traveled the same ay for the same number of years and ow they have to change.

"It's just going to take time for everyone to adapt and get used to it. In the long run, we really believe this is going to pay off . . . even though it may not seem like it right now."

Marsh said patrol cars were kept away from the Columbia ramp Thursday and will be kept at discreet distances from other ramps so as not to cause distraction among motorists. Five patrol cars were out Thursday morning.

Marsh echoed Adams' sentiments about cooperation among all elements — "at least until the bugs are out of this system. I think things are going to work out all right."

Adams said there was a "good flow of traffic" on I-5 Wednesday night.

"Usually traffic starts to slow down about 3:30 p.m.," he said. "Last night, it didn't slow down until about 4:30.

"My advice to people, especially peop coming onto the freeway between and 5 p.m. would be to get on at N. Portland Avenue, or N. Alberta or Going

Adams said the previous average travel time from N. Going Street to the Interstate Bridge over the Columbia River was 21 minutes.

"We expect, with ramp metering, that same trip will take six minutes. That's a saving of 15 minutes."

Adams admits that goal hasn't been achieved yet. "We're at 10 minutes per trip," he said. "But even that's an 11-minute savings.

Others don't share the optimism, as evidenced by comments from folks traveling Interstate 5 to Vancouver, Wash., via the Delta Park on-ramp Wednesday night. They had stern words for traffic engineers.

"Tell them how stupid it is."

"Tell them this is a flop."

"It didn't work in Californ it's not gonna work here."

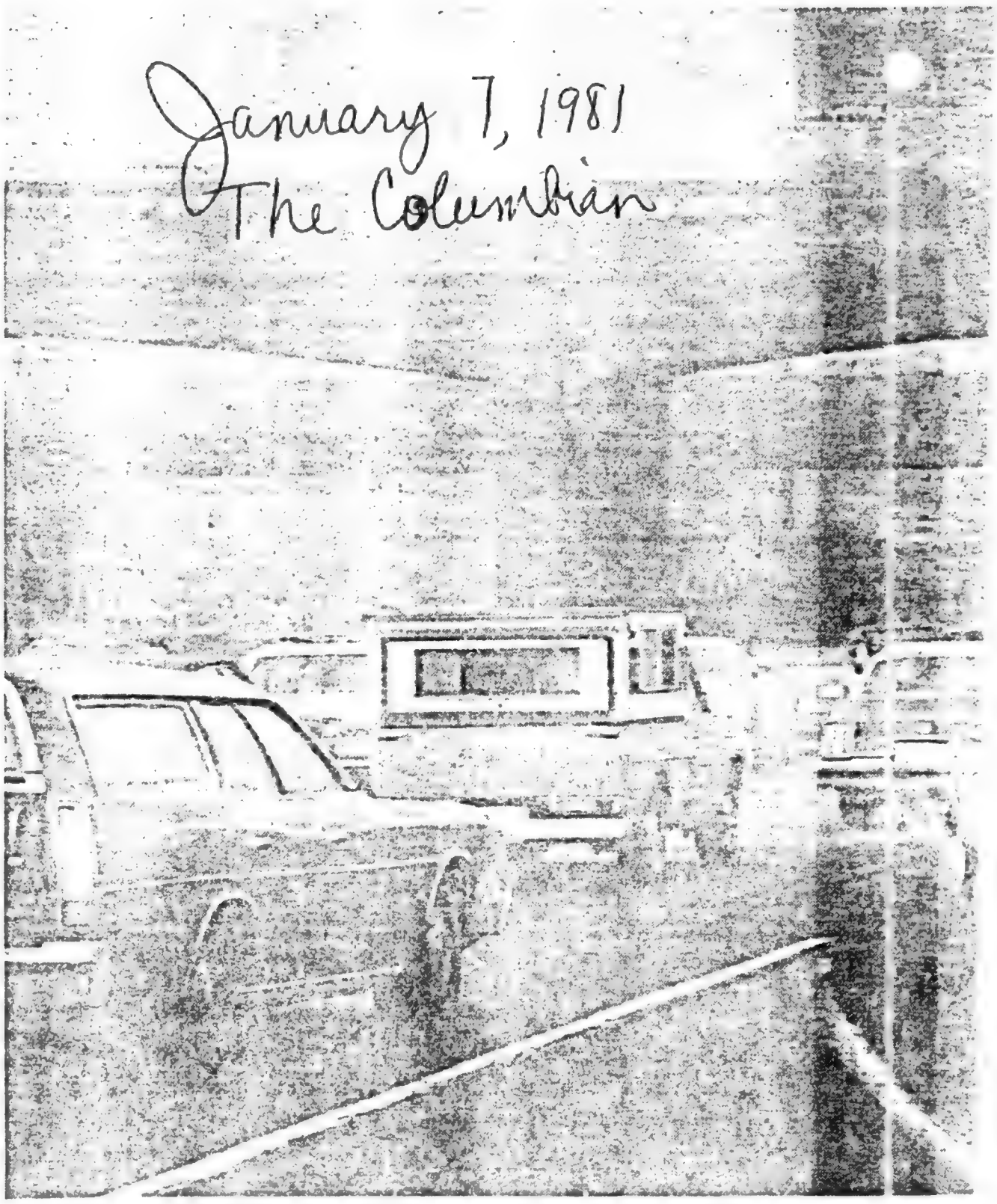
"We would have been home by now."

We can't print all of what they said.

Snags in the system during the first evening of operation Wednesday were obvious, even to observers.

While several entrance ramps during night rush hours seemed to be moving cars smoothly onto the freeway toward downtown Portland, congestion at the Delta Park access near the Interstate Bridge resulted in a 30-minute wait for many persons who drove on at Portland Meadows.

January 7, 1981
The Columbian



Drivers creep through fog this morning in slow-mo ing traff

# I-5 ramp metering st

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# Motorists fume over I-5 'ramp mete

By CAROL RUBENSTEIN
Journal Staff Writer

Interstate 5's new access signals worked fine, but motorists still complained about freeway congestion as a new ramp meter system began operation Wednesday.

"Congratulations," shouted one irate driver who inched her way onto the freeway near Portland Boulevard. "You guys have really fouled things up."

Her sentiments were echoed by other motorists, who said Wednesday was "congestion as usual" along the interstate.

There were occasional back-ups as travelers encountered the new system, which has access lights at each of 16 north and southbound entrances to I-5 between the Interstate and Broadway bridges in an effort to speed traffic along the five-mile stretch of freeway.

"The freeway didn't free up as much as I thought it would," said Robert Bothman, metropolitan highway engineer for the Oregon Department of Transportation.

He said it took him 15 minutes to drive from the Columbia River to the Broadway Bridge between 7 and 8 a.m. Wednesday, compared to an average 21 minutes required before the lights were installed.

Bothman said he hoped the transit time could be cut to 10 minutes or less, the time it took to travel the same distance northbound Wednesday morning.

He said it is "too early to tell" whether the system will be effective, adding that he is encouraged by the first day's reports.

The ramp meters all worked well, there were no major enforcement problems and few bottlenecks along the road, nicknamed "Nightmare Alley" by motorists, the transportation engineer said.

Traffic backed up onto Interstate Avenue from the N. Portland Boulevard on ramps at one point in the early morning but rapidly cleared up, Bothman added.

About 700 cars entered the freeway at that point between 7 and 7:45 a.m., according to a traffic surveyor monitoring traffic flow.

The worst section was from Delta Park to Columbia Boulevard, which still was "pretty badly congested" despite the new system, Bothman said.

Traffic moved at about 30 mph from the Interstate Bridge to Portland Boulevard, then picked up to about 45 miles per hour until the Broadway Bridge, a spokeswoman for the Oregon State Police reported.

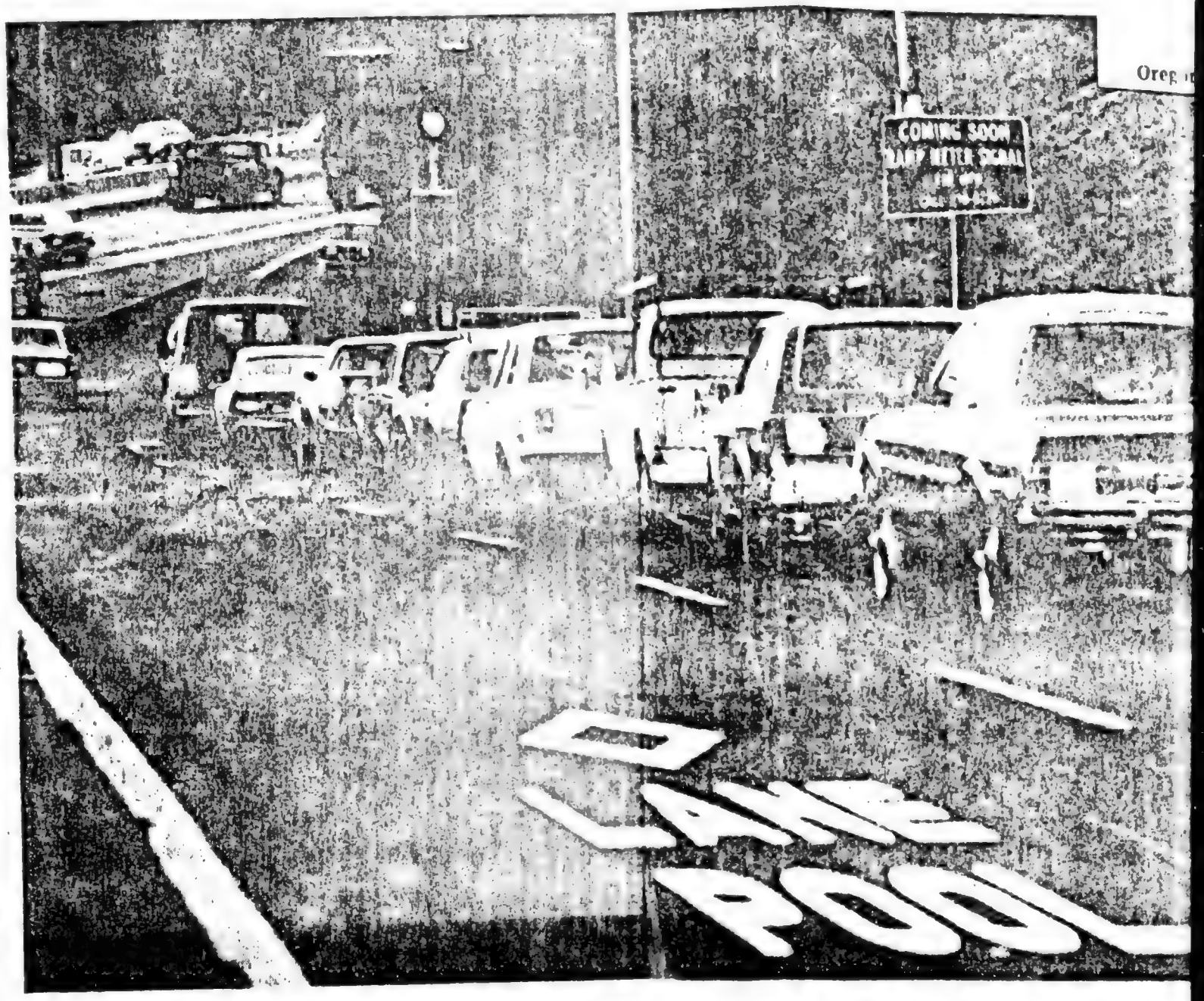
State troopers issued some citations, mostly to one-occupant cars illegally using the car pool lane, although some ran the ramp meter's red light. "There weren't too many violators," the spokeswoman said.

Four state troopers were aided by motorcycle police from Portland and at least one Multnomah County sheriff's patrol car.

The strong showing by law enforcement officials and the news media may have contributed to the first-day problems, according to Bothman.

"There were radio and television crews at every ramp," he said, adding that one television crew had parked its van on an access ramp.

"People would slow down to look at the activity, whether it was a news crew




Wednesday spelled congestion as usual for motorists along I-5 as a new ramp meterinc

# ...sts fume over I-5 'ramp metering'

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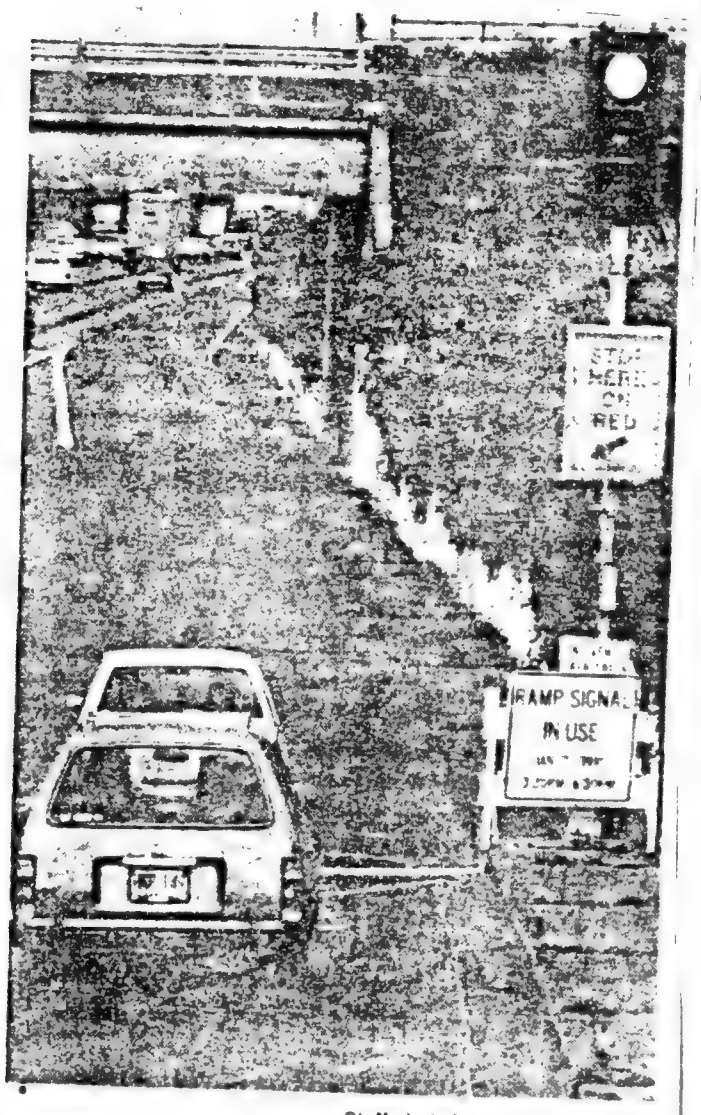
BILL MURPHY/Oregon Journal

**Wednesday spelled congestion as usual for motorists along I-5 as a new ramp metering system took effect**

THE OREGONIAN, TUESDAY, JANUARY 6, 1981




Staff photo by MICHAEL LLOYD

NEW SIGNALS — Automobiles roll past ramp metering signal at North Alberta Avenue ramp to Interstate 5 in Portland on Monday, two days before the signals become effective. Signals work like a red-green traffic signal, allowing only one vehicle per green light onto the freeway during peak hours. Officials say the controlled traffic flow will make merging smoother.

The COLUMBIAN Tuesday, Jan. 6, 1981 Vancouver, Wash.

# I-5 ramp meters get green light

By THOMAS RYLL
Columbian Writer

Beginning Wednesday, Interstate 5 commuters will be asked to wait in order to hurry up. In addition, some will find it faster to go back l before moving forward.

Wednesday is to be the first day for a ramp meter system in north Portland. It will be in the interest of speeding up north- and southbound freeway traffic at rush hours.

Ramp meters, which engineers hope will be the $500,000 answer to the traffic congestion riddle, are basically traffic lights. Although it might seem hard to believe, engineers say freeway traffic will be speeded up by slowing the cars entering the freeway.

It is used in about 10 states. Portland's system will mark a first for the Pacific Northwest. Clark County motorists might remember the traffic light at the old 39th Street southbound on-ramp: That was to reduce rear-end collisions by spacing traffic and was not intended to reduce congestion.

Sixteen freeway ramps will be metered. The meters have red and green but no yellow lights. Only one car is allowed to enter the free for each green light.

Northbound meters will operate from 3:30 to 6:30 p.m. Southbound meters will operate from 6:30 to 9:30 a.m.

By regulating the length of the red signal, Oregon Department of Transportation engineers hope to discourage commuters from such things as using streets parallel to the freeway and entering it at the last minute. By doing that, they say, hundreds of cars wait while a few crowd into traffic.

Northbound ramps nearer the Interstate Bridge will have longer red lights.

By controlling the flow of traffic entering the freeway, engineers say stop-and-go conditions will be reduced, gasoline will be saved, and accidents will be cut.

The transportation department predicts rush-hour speeds will climb from 10 to 35 mph.

Some drivers will have to change their habits.

Instead of driving parallel to the freeway, motorists are being told to use the ramp nearest where they start their trip. Examples:

- From the Lloyd Center area to Vancouver, enter the freeway at the Broadway ramp.
- From Swan Island to Vancouver enter at Going Street.
- From the Northwest industrial area to Vancouver, use the Fremont Bridge and Interstate 5.
- From St. Johns to Vancouver, use the Denver on-ramp.
- From the west end of downtown Portland to Vancouver, use Fremont Bridge to I-5 north.

In some cases, motorists might find it faster to head south to a ramp with a shorter red light and get on the freeway, heading north.

At each on-ramp, a carpool lane will allow emergency vehicles, buses, and vehicles with more than one occupant to roll onto the freeway without stopping for the signal.

Concerns about whether the Oregon State Police will enforce the ramp meter rules apparently have been settled. In December, Portland Mayor Frank Ivancie said he would not allow the system to begin operation until the police promised to patrol the ramps in sufficient numbers.

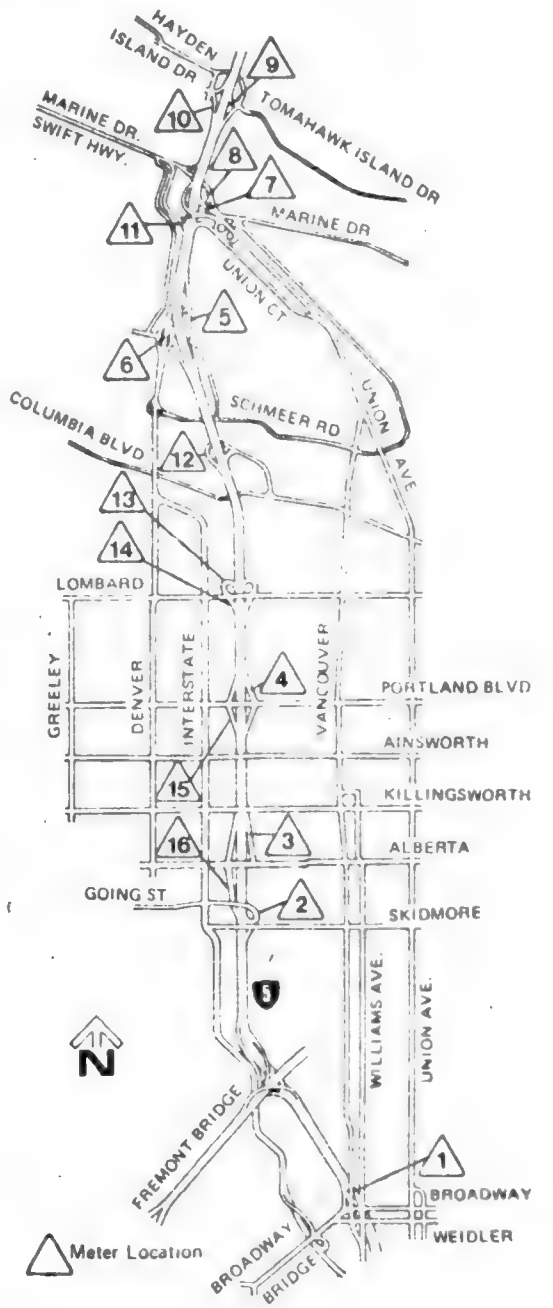
Jim Redden, spokesman for Ivancie's office, said Monday that the state police have promised a basic level of enforcement for the program, and that "we are satisfied with their attitude."

Drivers who run a red light or illegally use the carpool lane can be fined $30.

"We want people to take this seriously," said Redden. "It's going to be a big waste of money if they don't."

**I-5 Northbound**
1. Broadway/Williams
2. Going Street
3. Alberta Street
4. Portland Boulevard
5. Delta Park (Victory Boulevard)
6. Denver Avenue
7. Union Avenue
8. Swift Highway
9. Hayden Island

**I-5 Southbound**
10. Hayden Island
11. Swift Highway
12. Columbia Boulevard
13. Lombard from east
14. Lombard from west
15. Portland Boulevard
16. Alberta Street



A10 4M THE OREGONIAN, SATURDAY, JANUARY 3, 1981

The Oregonian

METRO/NORTHWEST

# 'Nightmare Alley' metering system set for Jan. 7 start

By STAN FEDERMAN
of The Oregonian staff

Portland's new ramp-metering signal system — designed to eliminate daily traffic jams along a stretch of Interstate 5 dubbed "Nightmare Alley" by unhappy motorists — will be turned on Wednesday, Jan. 7.

The system will cover 16 north and southbound entrances to I-5 between the Broadway and Interstate bridges.

Traffic, normally geared for 50 mph in this five-mile section, often is slowed to 10 mph or less during rush hours, according to state highway engineers. They also point out that a freeway accident often can result in motorists spending an hour or more traveling between the two bridges.

The new ramp-metering signals will operate Monday through Friday from 6:30 to 9:30 a.m. at southbound entrances, and from 3:30 to 6:30 p.m. at northbound entrances.

Although ramp-metering has been in effect for years in several states, the I-5 system will be the first in the Pacific Northwest, according to Robert Bothman, metropolitan highway engineer for the Oregon Department of Transportation.

Because of its newness, department crews will be stationed at the affected entrances Monday and Tuesday to distribute information to motorists about the Wednesday turn-on date and how to use the system.

The idea behind ramp-metering is to control the flow of traffic entering the freeway. At each of the 16 entrances, a traffic signal — located about 300 feet from where the on-ramp meets the freeway — will permit motorists to enter the freeway at timed intervals.

The traffic signal will be timed so the green light will flash for about two seconds, allowing just one car at a time to go through. The red light will flash from two to 13 seconds, depending on the location of the ramp and the traffic situation at the time.

Bothman believes motorists' driving habits will have to change somewhat to make the system work to everyone's advantage.

"Motorists who could be entering I-5 as far south as Northeast Going Street are now using city streets to avoid the current freeway congestion," he said. "They then are entering the freeway from the heavily used North Union Avenue-Swift Boulevard on-ramp.

"But if people continue to use the freeway in this manner with the ramp meters in use, they are going to find excessive and unnecessary waits."

Bothman predicted that ramp-metering will significantly reduce I-5 congestion. "The freeway will now be the best and quickest route," he said.

A car-pool lane will provided at each on-ramp for emergency vehicles, buses and vehicles with more than one occupant. Motorists who qualify for use of this special lane will not have to stop for the metering signal, Bothman said.

Fears that the system might be delayed for lack of enforcement ended with an announcement by Gov. Vic Atiyeh's office that the Oregon State Police would police the signal system. The state police and the Portland Police Bureau, both short of manpower, had argued over which agency would carry out enforcement.

State police apparently will not specifically assign personnel to ramp enforcement, but will have two patrol cars on the I-5 corridor, according to state transportation officials.

Motorists who disobey the red light or are illegally in the car-pool lane will face a $30 traffic ticket.

Friday, January 2, 1981 15¢ ●●● Final

Oregon Journal

ROBERT BACH/Oregon Journal

**HEADACHE RELIEF** — Costly, frustrating traffic snarls and congestion on Interstate 5 between Broadway and Interstate Bridge will be eased when ramp meters [illegible] flow. Meters regulate flow of traffic entering the freeway. Meters have proved successful in the East [illegible] which already have been in use for [illegible]

# Ramp metering designed to end I-5 'Nightma

By STAN FEDERMAN
of The Oregonian staff

The Oregon Department of Transportation ranks it as the worst rush-hour bottleneck in the state's freeway system.

Frustrated and angry Portland-area motorists simply call it "Nightmare Alley," an apt name for what has become a daily bumper-to-bumper traffic jam.

But help is on the way for the poor motoring souls who drive the five-mile stretch of Interstate 5 between the Broadway and Interstate bridges.

On Jan. 7, the department will officially begin its new ramp-metering system at 16 north- and southbound freeway entrances between those two bridges. And, if the experience of other cities holds true for Portland, those I-5 traffic jams will disappear in a flash of red and green lights.

Although the system is a first for the Pacific Northwest, it has proven highly successful in many Eastern urban areas and such West Coast motor-mad cities as Los Angeles, San Diego and San Francisco.

At each of the 16 ramp entrances, a traffic signal — located some 300 feet from where the on-ramp meets the freeway — will allow motorists to enter the freeway at evenly timed intervals.

The traffic signal will be timed so the green light will flash at intervals ranging from 2 to 13 seconds, depending on the ramp's location. This will permit one vehicle at a time to enter the freeway and thus regulate the number of vehicles coming onto the freeway.

Each of the 16 sites has a different flow of traffic during rush hours, so the metering rate will be individually calculated for each ramp.

For example, the Northeast Broadway on-ramp normally carries some 1,000 to 1,140 vehicles during the evening rush hours. The metering rate at that ramp will be set so a vehicle will enter the freeway every 4 seconds, with the average waiting time for each vehicle entering the ramp to be approximately 18 seconds.

Staff photo by [illegible]

NEW SIGNALS DUE — Sign at end of Northeast Broadway on-ramp to Interstate 5 tells motorists that ramp-metering system is coming soon. State highway [illegible] to have it in place by [illegible] major traffic [illegible] on freeway's North Port[illegible]

"We don't anticipate any back-up problems once the system goes into effect," said Tom Schwab, transportation analysis engineer for the Department of Transportation's metropolitan highway division.

Schwab said the need for a ramp-metering system was linked to the fact that the North Portland stretch of I-5 is currently operating at only 70 percent efficiency.

"During rush hours, we've seen traffic slowed from a normal 50 mile per hour flow to a mere 10 miles per hour," he said. "Motorists complain — and rightfully so — that if there is a freeway accident, it sometimes takes them an hour or more to travel between the Broadway and Interstate bridges."

Schwab [illegible] that bigger and more [illegible] are not the answer to [illegible] problem. "But ramp-me[illegible] tively low-cost solution," he [illegible]

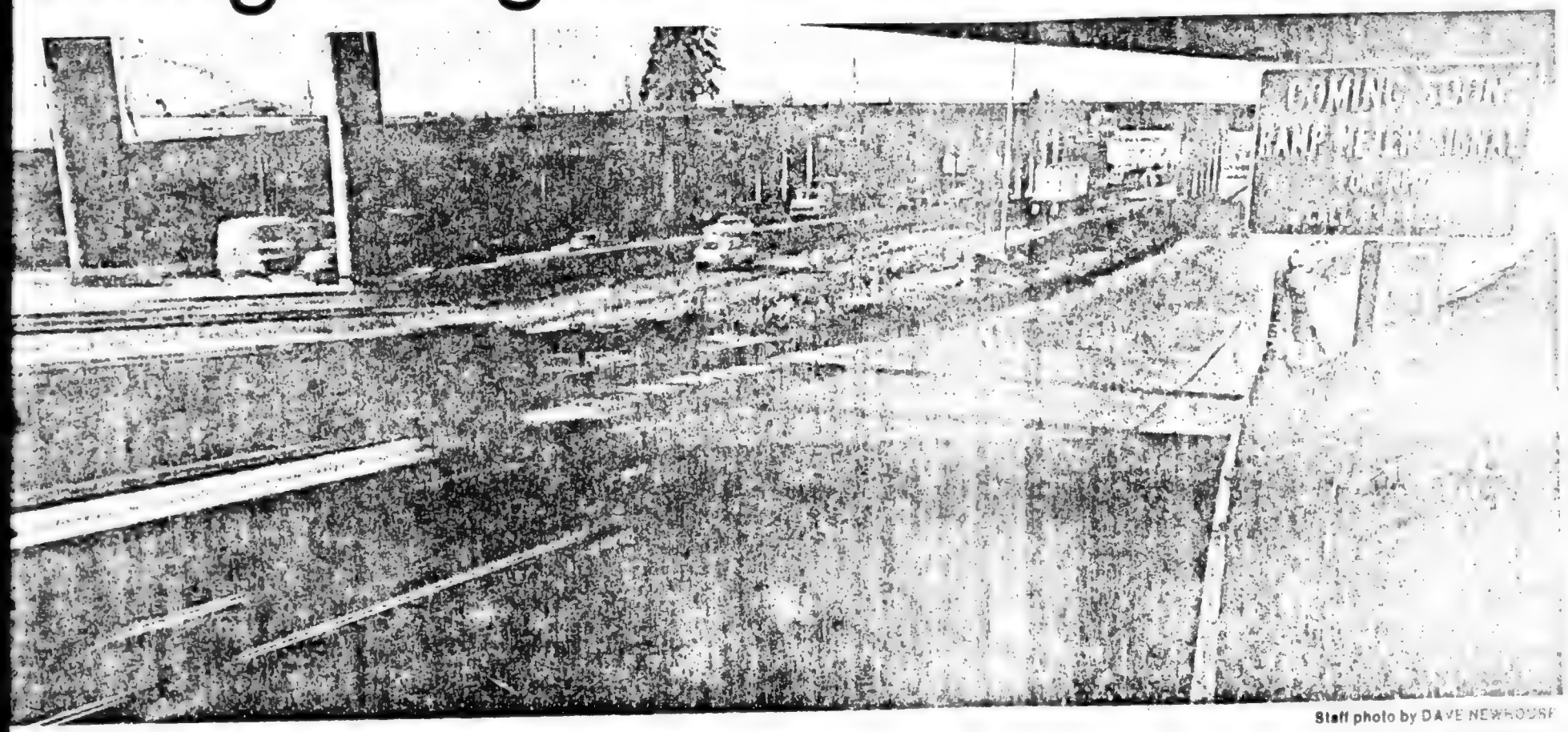
The system [illegible] some $700,000, he said, with the money coming from a federal grant.

"This certainly compares favorably to the millions of dollars it would require just to add one lane more to I-5," he said.

The metered ramps on northbound I-5 [illegible] ing St[illegible] Boulevard, [illegible] Union Avenue, [illegible] Hayden Island [illegible] trances will be at [illegible] Avenue-Swift [illegible] Boulevard, Lombard [illegible] and west), Portland Boulevard and Alberta Street.

The ramp meters will be activated only during normal rush hours — from 6:30 a.m. to 9:30 a.m. and from 3 [illegible] p.m. to 6:30 p.m.

# tering designed to end I-5 'Nightmare Alley'



Staff photo by DAVE NEWHOUSE

EW SIGNALS DUE — Sign at end of Northeast Broadway on-ramp to nterstate 5 tells motorists that ramp-metering system is coming soon. State highway officials plan to have it in place by Jan. 7, with aim of reducing major traffic bottleneck on freeway's North Portland stretch.

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"During rush hours, we've seen traffic slowed from a normal 50 mile per hour flow to a mere 10 miles per hour," he said. "Motorists complain — and rightfully so — that if there is a freeway accident, it sometimes takes them an hour or more to travel between the Broadway and Interstate bridges."

Schwab contended that bigger and more freeway lanes were not the answer to the congestion problem. "But ramp-metering is a relatively low-cost solution," he added.

The system will cost some $700,000, he said, with the money coming from a federal grant.

"This certainly compares favorably to the millions of dollars it would require just to add one lane more to I-5," he said.

The metered ramps on northbound I-5 entrances will be at Br ing Street, Alberta Street, Boulevard, Denver Avenue, Union Avenue, Swift Boulevard Hayden Island. Southbound metered entrances will be at Hayden Island, Union Avenue-Swift Boulevard, Columbia Boulevard, Lombard Street (both east and west), Portland Boulevard and Alberta Street.

The ramp meters will be activated only during normal rush hours — from 6:30 a.m. to 9:30 a.m. and from 3:30 p.m. to 6:30 p.m.

# I-5 NORTH FREEWAY

## Ramp Metering

## First two Weeks of Operation

January 1981

Oregon Department of Transportation

Metropolitan Branch

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# EXECUTIVE SUMMARY

The purpose of this project is to assure that the I-5 North Freeway operates smoothly at its maximum capacity. This is accomplished by regulating the flow of traffic entering the freeway at the interchange ramps. Ramp metering provides this regulation.

The six-mile project on I-5 is between the Interstate Bridge and the Broadway Bridge. Nine northbound and seven southbound ramps have ramp meters. (However, the Hayden Island meters were not operational due to equipment problems.) Traffic entering the freeway is metered through a traffic signal which allows a set number of vehicles to pass. This assures the freeway will operate smoothly. All the metered ramps are designed with bypass lanes for carpools with two or more persons, buses, and emergency vehicles. Vehicles using the bypass lanes are not metered, consequently can move onto the freeway without stopping at the meter.

Since the opening of the ramp metering, northbound traffic operation during the peak period has improved significantly. The average speed at the Denver on-ramp has increased from 12 to 44 m.p.h. for northbound traffic. Over the length of the project from Broadway to the Interstate Bridge, average travel speed has increased from 17 to 40 m.p.h. In travel time this equates to a savings of 13 minutes. At the same time, the volume of cars passing the Denver ramp has increased from 6800 to 8750 during the 3-hour period of ramp metering.

For southbound traffic the changes have not been as substantial. The average speed during the peak period at the Lombard ramp has increased from 33 to 35 m.p.h. Over the length of the project, average travel speed has increased from 44 to 46 m.p.h. In travel time this equates to a savings of

one minute. The volume of vehicles passing through this section at Lombard has remained relatively constant at 9300 vehicles in the 3-hour period.

In addition to these improvements, the evening peak period has been shortened from 4 hours to 3 hours. Also, an estimated 540 gallons of gasoline per day are being saved by the motorists. The accident rate for rear-end type accidents, the kind experienced with stop-and-go traffic, was 1.5 per week before ramp metering. One reportable accident has occurred since opening two weeks ago. It was not related to ramp metering. An incident on the Interstate Bridge stopped freeway traffic on January 14. The ramp metering system helped clear the freeway by holding the ramp traffic to an orderly flow while permitting the freeway to achieve normal operations more quickly.

To introduce these new traffic management techniques, an extensive public education effort was undertaken. Twenty-five meetings with local businesses, neighborhood groups, and public officials were held. Signs on the metered ramps announced the anticipated meter turn-on and an information phone number. A handout was given to each motorist using the metered ramps the day before meter turn-on. A significant effort was made to inform the news media of ramp metering, especially the air traffic reporters who broadcast traffic conditions during the peak hours.

The Oregon State Police are providing enforcement on the project. Observed violations of ramp metering and carpool lanes have been low.

Several minor timing adjustments were made during this two-week period to bring freeway operation up to expected levels. The carpool lane at Denver-Delta ramp were also closed for the same reason. Future adjustments in timing and design are expected.

# INTRODUCTION

Ramp metering on I-5 North was implemented on January 7, 1981. This is a preliminary report on the first two weeks of operation. Future reports will provide a clearer picture of the full effects of ramp metering.

Normally, about one week elapses before travel patterns can be established in a ramp metering system. It is not uncommon for a ramp metering system entirely new to an area to require two weeks for smooth operation.

Ramp metering was originally identified as one of several projects to improve traffic flow on the facility in a report titled "I-5 North Freeway Improvement and Management Program, April 1979". Ramp metering is a relatively low-cost freeway traffic management technique. Other projects identified in the 1979 report involved several high-cost capital-intensive proposals to improve operations and safety on I-5 North. The ramp metering project design began in early 1980 and moved quickly to a July contract. The total cost of construction for the ramp metering project was $720,000.

# PROBLEM STATEMENT

The six-mile section of I-5 North carries some of the highest traffic volumes of any roadway in the State. This facility primarily serves the Portland area from Vancouver, Washington and serves interstate and intercity trips to the industrial areas such as Rivergate, Swan Island, and the Southeast Industrial area.

Because of the heavy on-ramp volume, particularly at certain ramps, the freeway slows to stop-and-go traffic during the morning and evening commute periods. At these ramps, clusters of vehicles (three or more cars) attempt to merge onto the freeway at one time. These clusters of cars aggravate the slow-down of freeway traffic, causing a severely reduced capacity, inefficient vehicle operation, additional air pollution, and loss of time. A means of keeping the freeway at its peak efficiency is needed.

With the heavy peak hour traffic volumes and the problems caused by excessive volumes merging onto the freeway from some of the entrance ramps, this facility would provide an ideal opportunity to impelement ramp metering to achieve a more efficient operation.

## PROJECT PURPOSE

A freeway with smooth flowing traffic traveling between 30 and 35 m.p.h. operates at maximum capacity.

The purpose of the project is to move cars through the freeway section at a higher, more efficient speed.

Ramp metering has the capability to accomplish this by regulating the traffic entering the freeway. Two things are achieved. The number of vehicles is controlled and limited. This reduces the demand on the freeway at the critical location. The meter also regulates the spacing between vehicles entering the freeway. This prevents "clusters" of vehicles trying to enter the freeway simultaneously at a single ramp. These clusters cause a significant impact on a freeway which is already carrying extremely high traffic volumes.

The smooth flowing freeway will provide a safer, faster, and more efficient trip. Experience of rear-end accidents on the freeway should reduce with the reduction in stop-and-go traffic. Fuel economy should improve as the freeway operates more efficiently at a higher, more constant speed. This will result in energy conservation and less air pollution.

## PUBLIC INFORMATION

I-5 North Ramp Metering is a first for Oregon and the Pacific Northwest. An extensive effort was undertaken to acquaint the public with the concept of ramp metering.

Over twenty-five meetings were held with I-5 North area freeway users: neighborhood organizations, service clubs, businesses and their employees. The meetings included a movie on the operation of existing meters in other states and a demonstration of the way meters work.

A 10-page brochure was prepared and distributed wherever possible. A special effort was made to get information to highway users. Public information booths at the Lloyd Center, the Portland Zoo, Neighborfair, the Multnomah County Fair, and at the Jantzen Beach Mall were set up to distribute brochures and answer questions about ramp metering.

Flyers were prepared and handed out to motorists using the ramps to be metered the day before the meters were turned on. The flyer described ramp metering and encouraged people to reroute their trips to use the freeway more effectively.

A sign at each metered ramp identified the construction work for ramp metering. The sign included the phone number of a staff person who could answer questions about the meter system.

As a special part of the normal news media briefings, a meeting with the radio air traffic reporters was held to explain ramp metering. It was hoped that from their aerial perspective they would take a positive approach to ramp metering after it opened as they radioed current traffic information to the motorists. This has worked fairly well.

With the meters now in operation, follow-up press releases are being issued describing the latest results of metering, interviews with media are being held, and staff members are still answering questions from the public. In addition, staff trys to help motorists select alternate routes, encouraging more effective use of the freeway corridor.

## DESCRIPTION OF THE PROJECT

### The Installation

The I-5 North Ramp Metering Project consists of the installation of nine northbound and seven southbound metered ramps between the Broadway Bridge and the Interstate Bridge (Figure 1). Each of these ramps provides for a metered lane (cars must stop at signal before proceeding to the freeway) and a carpool bypass lane (carpools and buses proceed directly to the freeway without stopping). A ramp meter consists of a standard traffic signal mounted overhead with an additional red-green light at eye-level view of the driver. The standard traffic signal head is visible above a line of cars at the meter. The motorists using the metered lane have a full view of the overhead signal as they proceed down the ramp; whereas the lower red-green indication is visible only to the motorists waiting for the green light at the stop line. The standard traffic signal head consists of the red, yellow, green indication. The yellow indication is only used during the initial turn-on period to warn the motorists that the metering is about to begin. Throughout the metering period only a red or green indication is shown on the overhead signal of that ramp. The placement of these ramp meters were established to provide adequate storage on the ramp for vehicles waiting for a signal without causing interference to adjacent intersections. An interior illuminated sign positioned at the crossroad intersection, turns on with the meters to advise motorists that the system is active.

At all of the on-ramps the high-occupant vehicle lane has been striped adjacent to the metered lane. The lane is identified by signing and pavement legends indicating "CARPOOL LANES". At all of the on-ramps except the Union-Swift ramp, this high-occupancy vehicle lane is provided for on the left-hand

side of the metered lane. The Union-Swift high-occupancy vehicle lane was placed on the right due to the physical constraints of that on-ramp and the interference that might be caused with the vehicles stored at the meter. A minimum of 300 feet is available beyond the meter for the high-occupancy vehicles and the metered vehicles to merge before entering the freeway.

## The Operation

The ramp metering system used on I-5 North is operated as a fixed-time system. This means the system is not sensitive to daily variation in traffic volumes. A fixed-time system requires the metering rates to be developed based on the existing traffic volume demand for the freeway and the ramps, and the capacity of the facility. These rates have been established to balance freeway demand with capacity. The rates are set into the controller equipment to adjust the traffic signal timing at 30-minute intervals to match the anticipated freeway traffic flow.

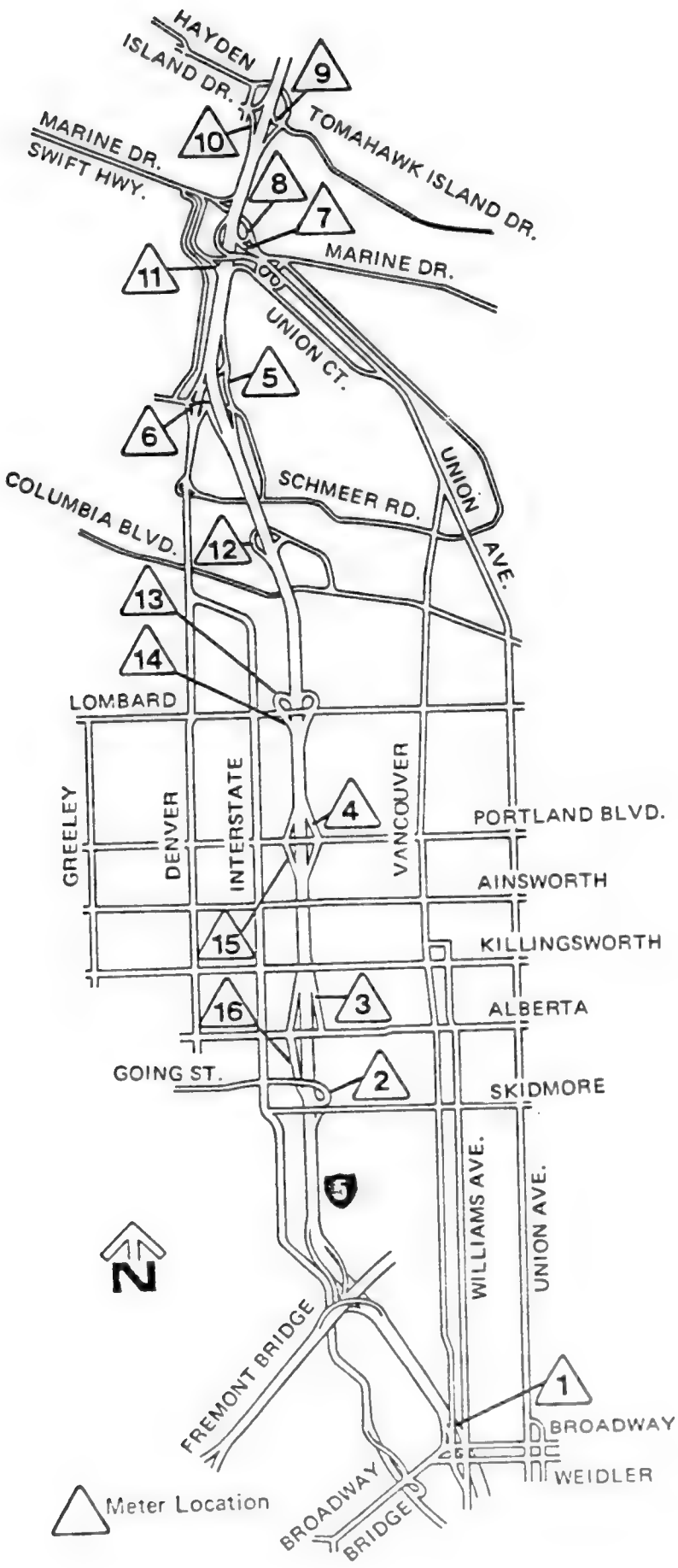
When the ramp meter is turned on the motorist will first see an interior illuminated sign advising that the meter is on. For the first 15 seconds of operation the yellow signal indication will caution motorists that metering is about to start. Then the signal goes to the red-green cycle to meter the traffic. A motorist will see the red signal when approaching the stop line; first the overhead signal and then the eye level signal at the stop line. Each car receives a two-second green light to indicate the motorist should proceed through the meter. The red light stops the following car. The red light will last from two seconds (minimum) to ten seconds (current maximum) depending on the volume of traffic the freeway can carry at that location.

Carpools and buses approaching the meter are provided a bypass lane that, through appropriate signing, allows the unrestricted passage through the meter. These cars merge with the metered traffic just beyond the metering signal.

The effect of the meter is twofold. It reduces the volume of cars entering the freeway and spaces the entering vehicles so their merging has minimal effect on freeway traffic.

## I-5 NORTH RAMP METERING

# FIGURE 1




**Northbound**

| | |
|---|---|
| 1 | Broadway/Williams |
| 2 | Going Street |
| 3 | Alberta Street |
| 4 | Portland Boulevard |
| 5 | Delta Park (Victory Blvd.) |
| 6 | Denver Avenue |
| 7 | Union Avenue |
| 8 | Swift Highway |
| 9 | Hayden Island |

HOURS OF OPERATION
3:30 P.M. to 6:30 P.M. Monday - Friday

**Southbound**

| | |
|---|---|
| 10 | Hayden Island |
| 11 | Swift Highway |
| 12 | Columbia Boulevard |
| 13 | Lombard from East |
| 14 | Lombard from West |
| 15 | Portland Boulevard |
| 16 | Alberta Street |

HOURS OF OPERATION
6:30 A.M. to 9:30 A.M. Monday - Friday

## SUMMARY OF RESULTS

After ramp metering was implemented, significant savings in travel time on the freeway has been gained by motorists in the corridor. This is particularly true for northbound travel where stop-and-go travel existed before ramp metering. During the worst two-hour period before ramp metering, the travel time between the Broadway structure and the Interstate Bridge was 22 minutes, and for the three-hour period shown on Figure 2, it was 15 minutes. After ramp metering this travel time has decreased to about 9 minutes for both time periods. This is a substantial savings to the motorists in this corridor. Figure 3 shows the travel time for southbound traffic in this corridor. Average travel time decreases by approximately 1 minute during the peak period for southbound traffic.

Traffic volume on the freeway has increased as was projected to occur with ramp metering. Many vehicles that should have been using I-5 were traveling north on parallel city streets to enter the freeway at the Denver/Delta and Union/Swift interchanges. This was confirmed from an origin-destination study taken November 1978. These trips are now returning to the freeway as indicated by the increased volumes shown on Figures 4 through 6. Peak hour volumes approaching the Denver/Delta interchange have the greatest increase -- 50 percent -- since ramp metering. Not all this increase is from traffic returning to the freeway from city streets. Some of the increase comes from vehicles which were stored in this section before ramp metering. Traffic would flow through Portland Boulevard but become bottled up (stored) at Denver/Delta. This extended the peak period as the cars waited to get through the bottleneck. This problem has been eliminated with ramp metering.

Tables 1 and 2 show traffic volumes by freeway section and at the on-ramps for the peak travel hour. These tables provide a comparison of the before, anticipated, and after conditions. Also shown on these tables are travel speeds during the peak hour before and after metering based on actual speed runs. As shown by Table 1, the speeds between Portland Boulevard and Lombard interchanges increased substantially; for instance, from 8 m.p.h. before ramp metering to over 35 m.p.h. after.

Table 3 represents the average speed and average traffic volume for the 3:30 to 6:30 p.m. peak period. This data was compiled from data collected by the metering equipment on the freeway and at ramp entrances to the freeway at each metered location. This data provides information on day-to-day operations of the system.

## NORTHBOUND I-5 Broadway - Interstate Bridge

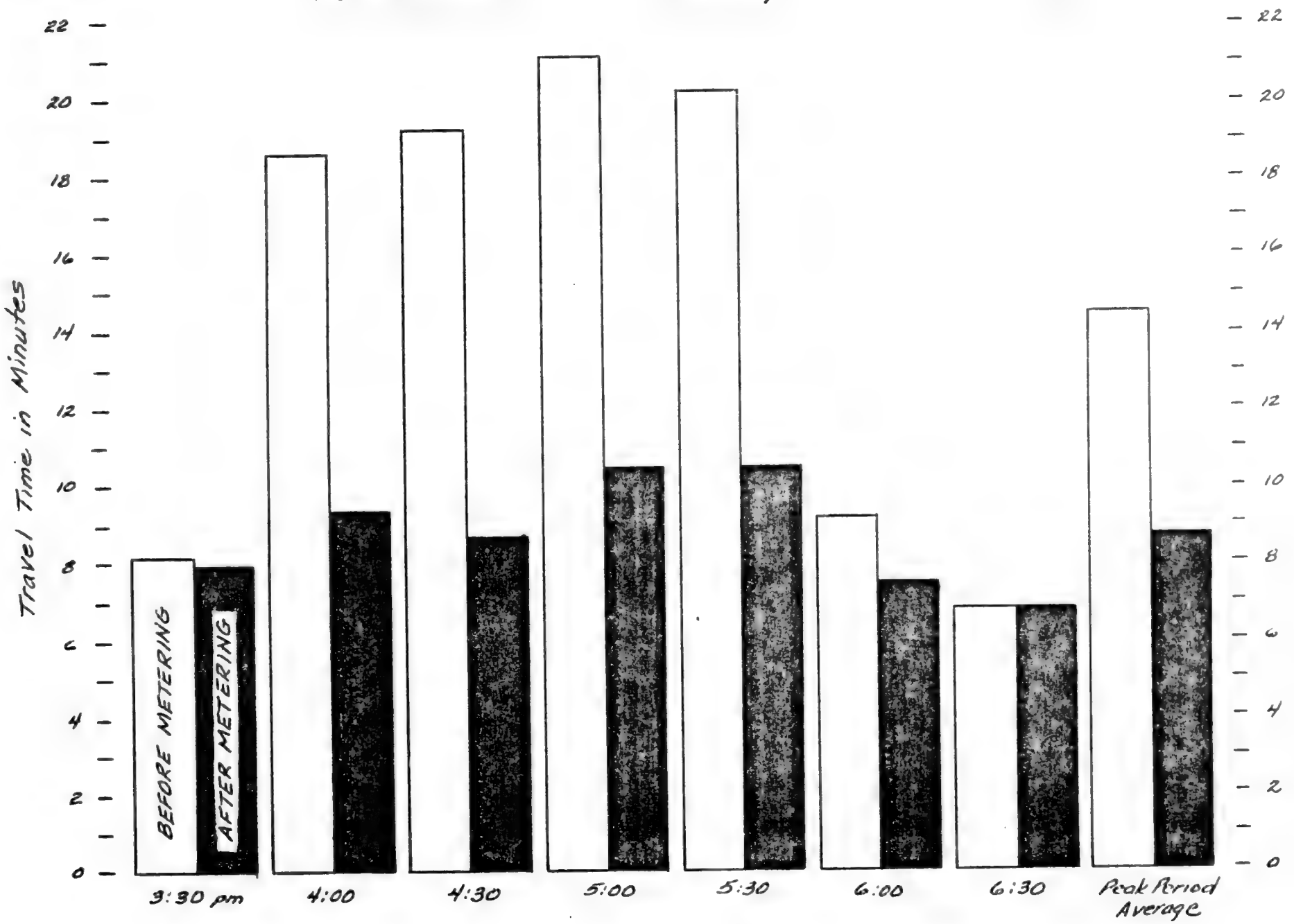



FIGURE 2

SOUTHBOUND I-5 Interstate Bridge - Broadway

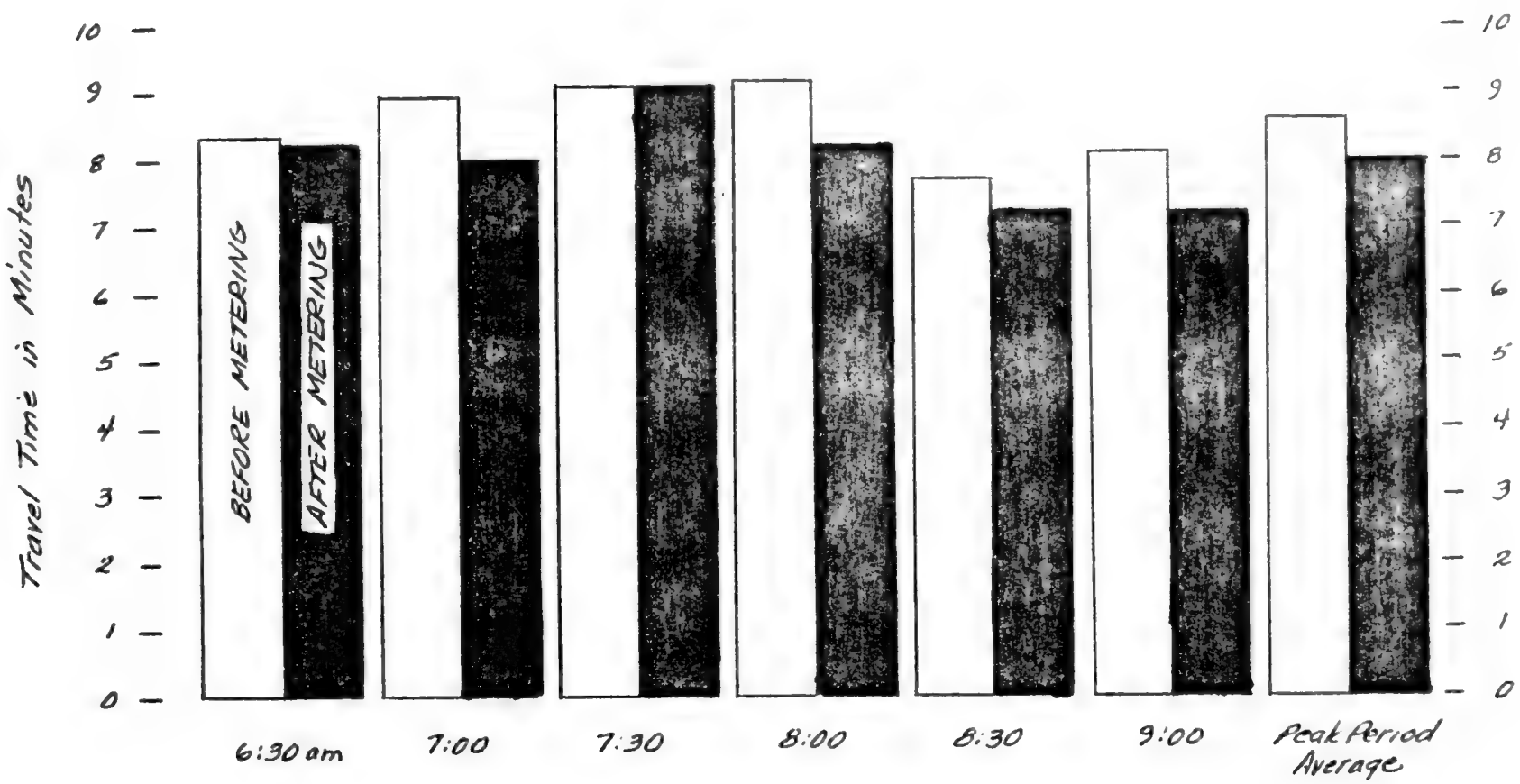



FIGURE 3

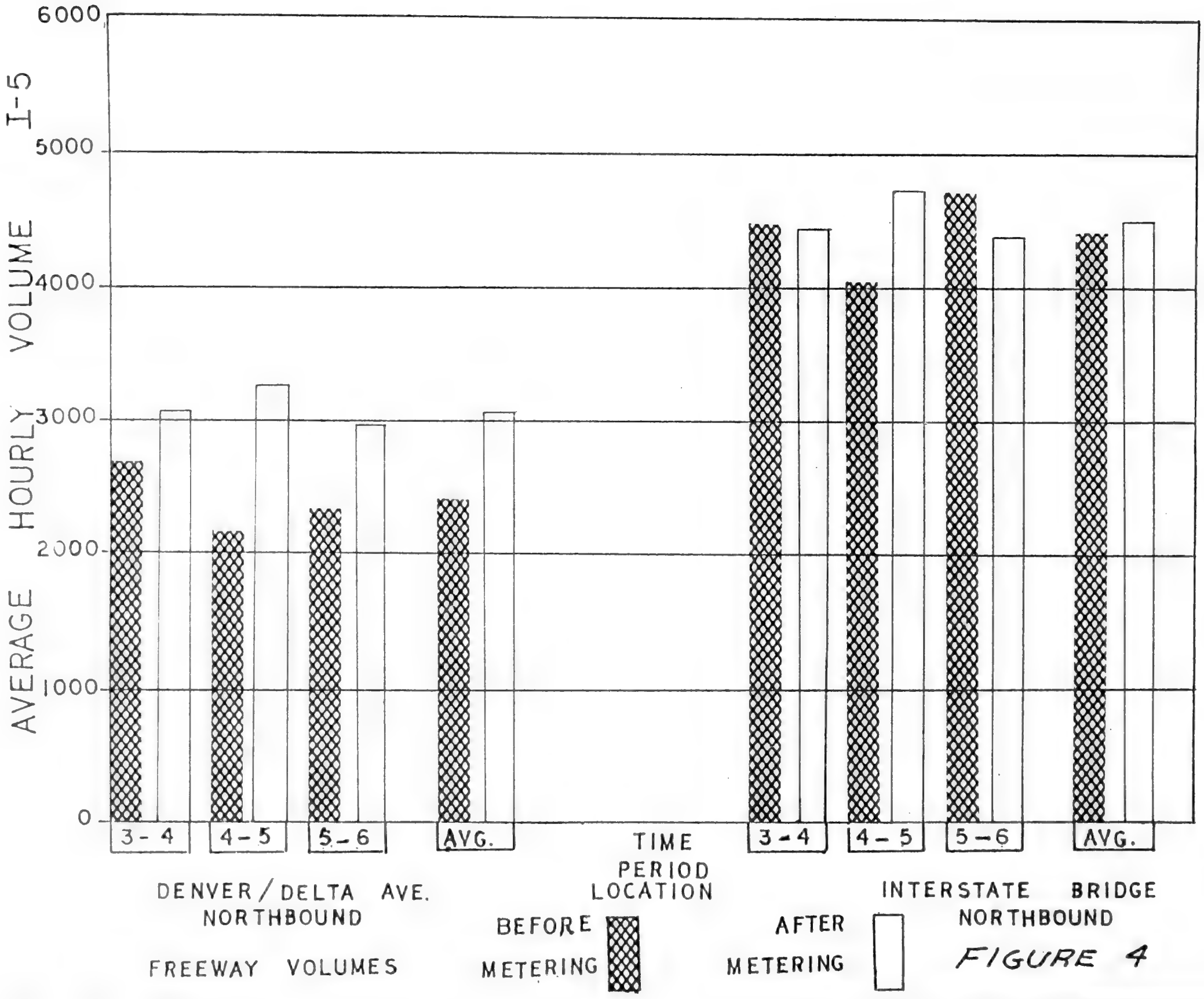
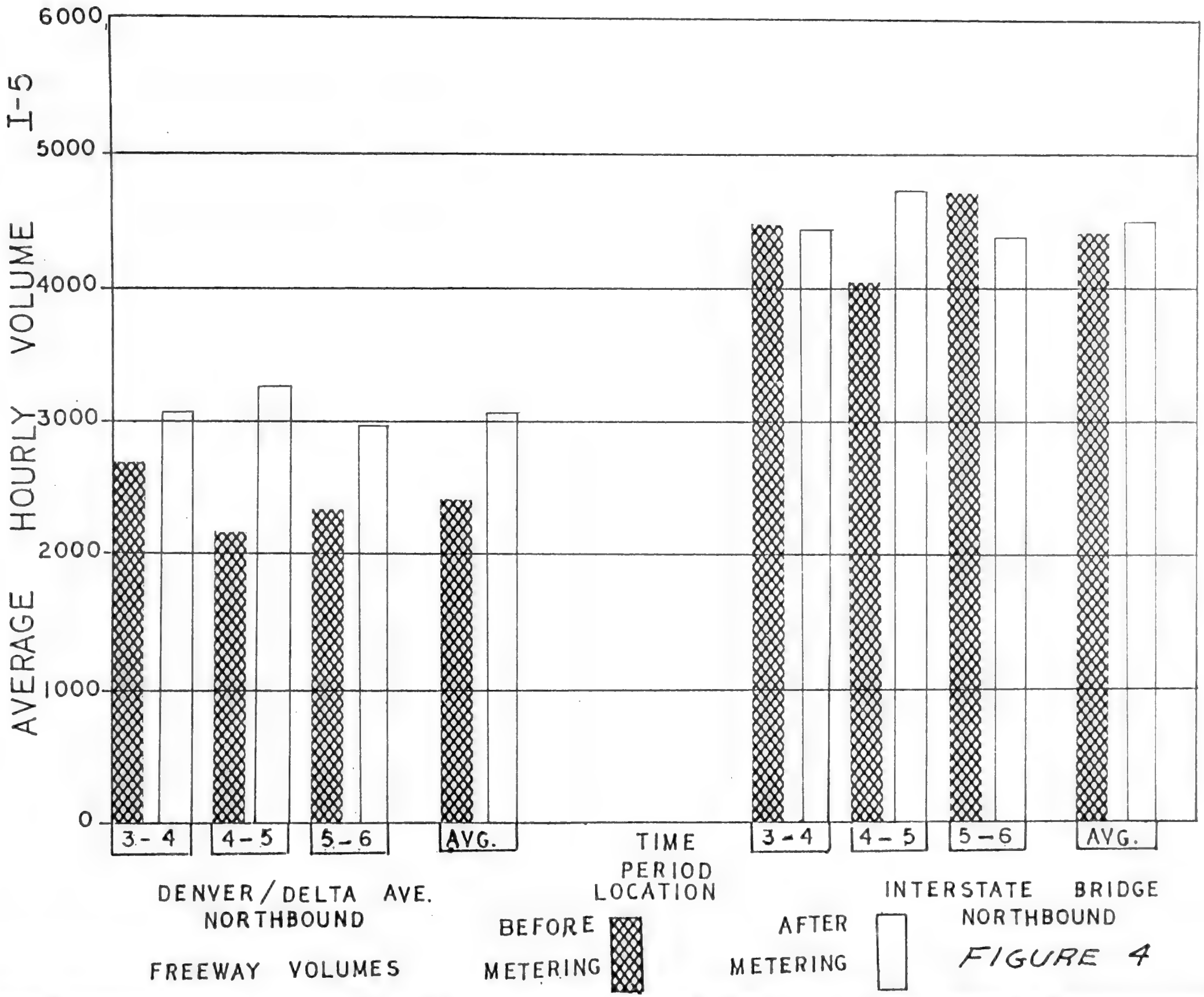

I-5
AVERAGE HOURLY VOLUME
6000
5000
4000
3000
2000
1000
0
3 - 4
4 - 5
5 - 6
AVG.
TIME PERIOD
3 - 4
4 - 5
5 - 6
AVG.
DENVER / DELTA AVE. NORTHBOUND
LOCATION
INTERSTATE BRIDGE NORTHBOUND
BEFORE METERING
AFTER METERING
FREEWAY VOLUMES

FIGURE 4


6000
5000
4000
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2000
1000
0
I-5
VOLUME
HOURLY
AVERAGE
3-4
4-5
5-6
AVG.
TIME PERIOD
3-4
4-5
5-6
AVG.
DENVER/DELTA AVE.
NORTHBOUND
LOCATION
INTERSTATE BRIDGE
NORTHBOUND
BEFORE METERING
AFTER METERING
FREEWAY VOLUMES

FIGURE 4

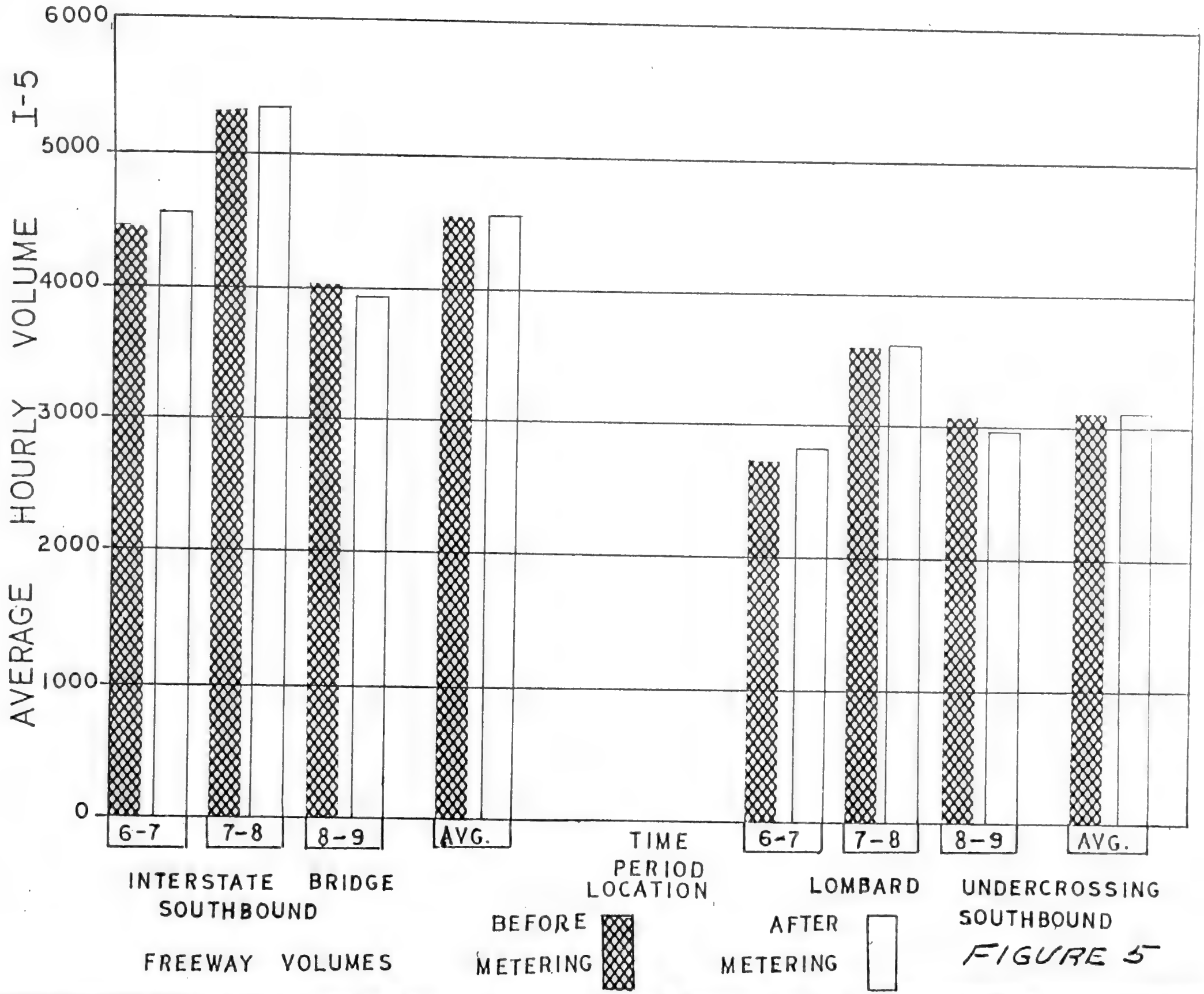

AVERAGE HOURLY VOLUME
6000
5000
4000
3000
2000
1000
0
I-5
6-7
7-8
8-9
AVG.
TIME PERIOD
LOMBARD
UNDERCROSSING
INTERSTATE BRIDGE
SOUTHBOUND
SOUTHBOUND
LOCATION
BEFORE METERING
AFTER METERING
FREEWAY VOLUMES

FIGURE 5

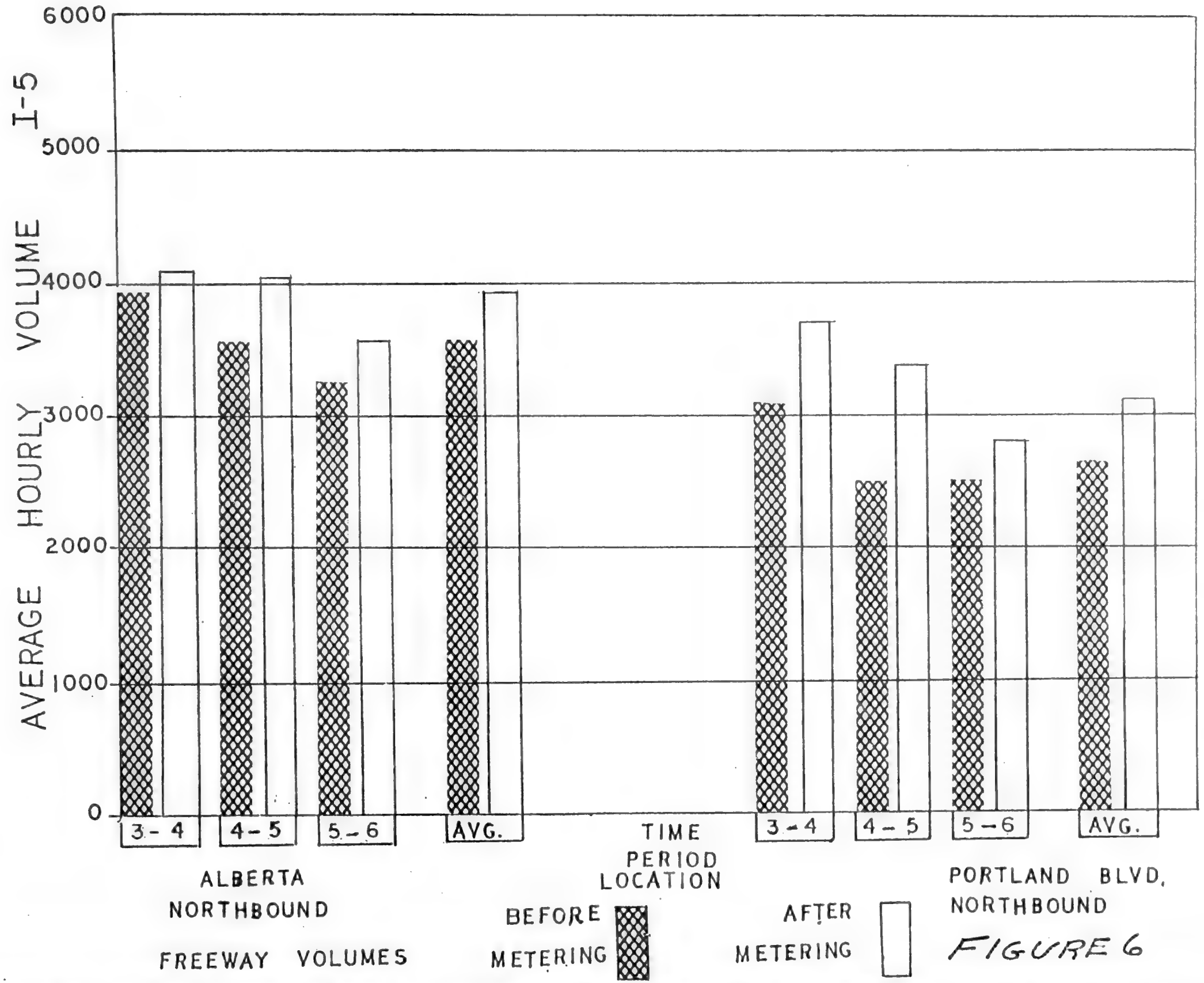

I-5
VOLUME
AVERAGE HOURLY
6000
5000
4000
3000
2000
1000
0
3 - 4
4 - 5
5 - 6
AVG.
TIME PERIOD
3 - 4
4 - 5
5 - 6
AVG.
ALBERTA NORTHBOUND
PORTLAND BLVD. NORTHBOUND
LOCATION
BEFORE METERING
AFTER METERING
FREEWAY VOLUMES

FIGURE 6

# TABLE 1

## I5 Ramp Metering – NBd (PM)

Peak Hour

| Location | Before Volume | Before Speed [1] | After Volume | After Speed [1] | 1979 Report Anticipated Volume | 1979 Report Anticipated Speed |
|---|---|---|---|---|---|---|
| Broadway | 3650 | 50 | 3500 | 50 | 3580 | 50 |
| Fremont Br. | 4900 | 55 | 5000 | 55 | 4920 | 55 |
| Going - Alberta | 3800 | 30 | 4200 | 40 | 4465 | 35 |
| Portland Bl. | 3000 | 8 | 3600 | 35 | 4120 | 35 |
| Lombard | 2500 | 10 | 3300 | 45 | 3620 | 35 |
| Columbia Bl. | 2400 | 10 | 3200 | 45 | 3310 | 50 |
| Delta - Denver | 3350 | 13 | 3700 | 50 | 3760 | 50 |
| Union - Swift | 4850 | 18 | 4900 | 50 | 4970 | 50 |
| Hayden Is | 4900 | 29 | 5000 | 50 | 5000 | 50 |
| Interstate Br. | | | | | | |
| **Metered - Ramps** | | | | | | |
| Broadway | 1000 | | 900 | | 900 | |
| Going St | 230 | | 330 | | 290 | |
| Alberta St. | 100 | | 110 | | 225 | |
| Portland Bl. | 80 | | 210 | | 225 | |
| Delta - Denver | 1120 | | 500 | | 480 | |
| Union - Swift | 1650 | | 1200 | | 1330 | |

[1] Based on Travel Time studies through the section.

TABLE 2

I-5 Ramp Metering - Southbound (AM)

Peak Hour

| Location | Before Volume | Before Speed ✓ | After Volume | After Speed ✓ |
|---|---|---|---|---|
| Interstate Br. | 5000 | 37 | 5300 | 37 |
| Hayden Is. | 5200 | 38 | 5350 | 38 |
| Union-Swift | 3750 | 46 | 3750 | 46 |
| Delta-Denver | 3250 | 42 | 3250 | 43 |
| Columbia Blvd | 3500 | 33 | 3500 | 35 |
| Lombard | 3900 | 35 | 3900 | 36 |
| Portland Blvd. | 4500 | 40 | 4500 | 41 |
| Alberta-Going | 5300 | 45 | 5300 | 45 |
| Fremont Br. | 3900 | 50 | 3900 | 50 |
| Broadway | | | | |
| Metered-Ramps | | | | |
| Union-Swift | 130 | | 70 | |
| Delta Park* | 20 | | 20 | |
| Columbia Blvd | 260 | | 220 | |
| Lombard WBd | 220 | | 160 | |
| Lombard EBd | 280 | | 200 | |
| Portland Blvd | 610 | | 720 | |
| Alberta St. | 640 | | 550 | |

*Not Metered

✓ Based on Travel Time studies through the Section

TABLE 3

RAMP METERING

AVERAGE SPEED/VOLUMES

NORTHBOUND I-5

3:30 - 6:30 PM

| | BEFORE | JAN 6 T | JAN 7 W | (1) JAN 8 T | JAN 9 F | JAN 12 M | JAN 13 T | (2) JAN 14 W | JAN 15 T | JAN 16 F | JAN 19 M | JAN 20 T | JAN 21 W |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| GOING ST.(#2) | | | | | | | | | | | | | |
| Avg. Speed | 48 | 48 | 50 | 35 | 43 | 52 | | | | | | | |
| Total Volume | 9,050 | 9,600 | 10,240 | 8,040 | 10,060 | 10,300 | | | DATA | NOT | AVAILABLE | | |
| Lowest Speed | 25 | 28 | 47 | 8 | 26 | 45 | | | | | | | |
| ALBERTA ST.(#3) | | | | | | | | | | | | | |
| Avg. Speed | | 33 | 45 | 29 | 26 | 45 | 40 | 17 | 26 | 22 | 43 | 36 | 45 |
| Total Volume | | 9,590 | 10,769 | 8,797 | 10,415 | 11,052 | 11,124 | 9,244 | 9,521 | 9,465 | 10,941 | 9,600 | 11,033 |
| Lowest Speed | | 8 | 37 | 7 | 12 | 21 | 20 | 2 | 10 | 8 | 26 | 18 | 26 |
| PORTLAND BLVD.(#4) | | | | | | | | | | | | | |
| Avg. Speed | 25 | 33 | 43 | 31 | 33 | 50 | 39 | 20 | 32 | 28 | 51 | 38 | 40 |
| Total Volume | 7,950 | 7,600 | 8,975 | 7,375 | 8,560 | 9,500 | 9,096 | 7,177 | 8,385 | 7,938 | 9,392 | 8,480 | 9,300 |
| Lowest Speed | 5 | 6 | 20 | 6 | 18 | 29 | 24 | 2 | 15 | 13 | 34 | 26 | 28 |
| DENVER AVE. - DELTA PARK (#5) | | | | | | | | | | | | | |
| Avg. Speed | 12 | 12 | 27 | 19 | 22 | 31 | 29 | 17 | 23 | 22 | 49 | 42 | 35 |
| Total Volume | 6,800 | 6,500 | 8,040 | 7,120 | 8,360 | 8,660 | 8,720 | 7,120 | 8,358 | 7,978 | 8,932 | 8,580 | 9,026 |
| Lowest Speed | 4 | 4 | 12 | 6 | 17 | 17 | 16 | 3 | 14 | 14 | 42 | 24 | 22 |

(1) Accident NB at Fremont Bridge
(2) Stalled Car on Interstate Bridge

## ACCIDENTS

Accident data for I-5 North was compiled for the full year 1977 and is shown in the April 1979 report. Over the ensuing years this has proved to be a typical year for accidents in this corridor.

Between the Broadway interchange and the Interstate Bridge, 171 total reported accidents occured in the northbound direction and 103 in the southbound direction. Sixty-seven of the 171 northbound accidents occurred during the 3-6 p.m. peak hours (about 40 percent), while 21 of the 103 total accidents occured in the southbound 6-9 a.m. peak period.

Northbound, 63 of the 67 reported accidents (94 percent) were rear-end type accidents. This is a very high number which can be attributed to the stop-and-go conditions which prevailed during peak periods prior to ramp metering.

Accident records are not yet available since ramp metering has been in operation. Close monitoring of the system showed one reportable accident on January 8 at 4:45 p.m. under the Fremont Bridge. This accident involved four vehicles.

Another incident on January 14 involved a car which lost an axle while northbound on the Interstate Bridge. This caused a serious backup on the freeway affecting traffic as far south as the Marquam Bridge.

Neither incident occurred as a result of the ramp metering project. However, once these incidents were cleared, the ramp metering proved very beneficial in restoring the freeway to normal flow conditions more quickly than was possible before the metering was in place.

One other incident which occurred on one of the on-ramps was observed by a Highway employee. On the second day of monitoring, one vehicle lightly bumped another at a heavily used ramp. The drivers exchanged information and proceeded on their way. This accident would not be listed as a reportable accident since little or no damage was done.

After two weeks of operation, ramp metering seems to be accomplishing the goal of improved safety on the freeway. Stop-and-go traffic has been eliminated which reduces the potential for rear-end accidents on the freeway.

## ENFORCEMENT

Enforcement of the ramp metering system is the responsibility of the Oregon State Police. During the first few days of ramp metering there were extremely heavy concentrations of the Oregon State Police at all ramps. City Police and the Multnomah County Sheriff were also observed circulating the system. The enforcement effort of the State Police has been very effective in minimizing violations and problems with the system.

A study of violations and violation rates has not yet been made but from observation of the system in operation, very few violations occur.

## ENERGY SAVINGS

With the improvement of traffic flow on the freeway, an energy savings is anticipated. This savings can be estimated based on average speed and traffic volumes on the freeway and modified to account for traffic backup on the metered ramps.

The April 1979 report quotes fuel savings expected from the implementation of ramp metering. This savings in fuel was estimated to be as much as 700 gallons per day or about 180,000 gallons per year.

Based on our two-week experience in travel time studies and traffic volume counts, it was found that over 540 gallons of fuel per day are being saved by motorists using I-5 during the peak periods. This is 77 percent of the original expectation.

## RAMP BACKUPS

Based upon observation of the system operation, none of the on-ramps experienced excessive backup of traffic during normal operation.

Northbound operation shows highway users experience very little delay at ramp meters. The Broadway on-ramp has not resulted in any problem at the signalized intersection near the ramp terminal. The Going Street, Alberta Street, and Portland Boulevard ramps are actually still underutilized. Only momentary backups at Portland Boulevard occur.

Both Delta and Denver show some traffic backup at the meter until about 6 p.m. after which no queue occurs. The normal line of vehicles at Denver Avenue is about 40 vehicles and at Delta about 20-25 vehicles at the maximum. This represents a substantial improvement over conditions prior to ramp metering.

Union Avenue traffic backup extends to approximately the sign bridge which is 1700 feet south of the meter. This is less than the normal lines of traffic at this ramp before the metering began. Traffic backs up to this point shortly after metering begins each day and remains about the same length during most of the metering period.

Marine Drive has a normal backup about the same length as Union Avenue. Again, this is not excessive compared to experience before metering.

Swift Boulevard experiences traffic extending back to the main entrance to the P.I. Building. This again is as short or shorter than before metering. This traffic is cleared out by 6 p.m. which is 30 minutes before the meters turn off.

Southbound, the Portland Boulevard ramp will experience backups onto the street during very short periods around 7:45 a.m. This has not caused any problem to local street traffic. All other ramps show only a few vehicles at any one time at the meter.

## MODIFICATIONS TO DATE

Several changes were made during the first few days of operation to improve the operation of freeway traffic through more effective ramp metering.

The Hayden Island ramp meters were not operational during this two-week reporting period. Metering equipment failed to pass preliminary equipment tests and corrective measures have not been completed.

The northbound ramp metering time period was set from 3:30 - 6:30 p.m. Before opening on January 7 it was determined, based on latest traffic counts and observations, that metering should begin at 3:00 p.m. rather than 3:30 p.m. for the Union/Swift ramp. It is necessary to begin early to catch the peak hour traffic buildup with ramp meter control before the freeway traffic slows to stop-and-go. This measure has proved very successful. After the third day it was determined that both Denver and Delta ramps also should be metered by 3:00 p.m. to avoid possible breakdown in this area.

Even with this measure, it was found that during certain periods, freeway operation in the Denver/Delta merge area was not operating as well as it could. High carpool usage on these two ramps still allowed more vehicles to enter the freeway than desirable. Even adjustments to increase red time on the meters during critical periods did not solve the situation. Several solutions were considered and the closure of the carpool lanes was adopted as being the best alternative. On Monday, January 19, these bypass lanes were blocked with temporary barricades. This has proved to be very effective in increasing both traffic volume and speed on the freeway with very smooth traffic flow through this area. The traffic backup at these meters has not increased significantly over what was experienced while the carpool lane was in operation.

The initial schedule for the morning metering period was set at 6:30 a.m. through 9:30 a.m. After the first three days of operation, the last one-half hour of metering on the Columbia Boulevard ramp was eliminated. Since the freeway in this area is flowing rather well it was agreed to turn this meter off at 9:00 a.m. This measure provides substantial benefits for the large number of trucks leaving the area after 9:00 a.m.

## TROUBLE SPOTS

Although the travel speeds have improved and traffic volumes have increased through ramp metering on I-5, several sections still experience some slowdown during short periods.

Southbound in the morning, congestion is found between the eastbound Lombard on-ramp and Portland Boulevard off-ramp. This slowdown in travel speed occurs for short periods between 7:30 a.m. and about 8:15 a.m. There are two travel lanes plus an auxiliary lane in this section between eastbound Lombard on-ramp and the Portland Boulevard off-ramp. However, traffic volumes on the two lanes under the Portland Boulevard structure during this period exceed 4100 vehicles per hour, which is about 350 vehicles per hour higher than the maximum desirable volume for this section. Aggravating this problem is a 3 1/2 percent grade which begins north of Lombard.

A large number of trucks are observed on the freeway during most morning periods. Because of the heavy concentration of traffic, all vehicles are forced to slow down and trucks have the most difficulty in regaining speed quickly. This creates larger gaps in traffic than desired and reduces the capacity of the section.

A solution for this problem is to extend a lane from Lombard westbound through the Portland Boulevard interchange which will increase the capacity of this section. This would also increase the length of available weave south of Portland Boulevard for trucks and cars destined to Swan Island from the north.

Northbound during the evening peak period of travel some slowdown has been experienced through the Portland Boulevard interchange. A drop lane occurs on the freeway at this ramp (the far right lane ends at the interchange off-ramp).

The primary contributor to the reduction in speeds through this section is that during heavy traffic conditions, traffic will utilize three lanes approaching the Portland Boulevard off-ramp, merging from three lanes to two at the last moment near the off-ramp. This problem can be reduced by extending three lanes through the Portland Boulevard interchange to the Lombard westbound off-ramp. An escape lane extended approximately 1000 feet past that off-ramp would be needed to assure smooth freeway traffic flow. Although the slow-up through this area appeared to be a problem the first week, it has lessened somewhat in the second week of operation. North of Portland Boulevard, traffic flow is smooth and speeds have increased substantially due to the ramp metering.

There are times during the peak period when the off-ramp traffic at Portland Boulevard backs up onto the freeway. This in itself does not appear to be a major factor in the slow-up. This backup problem will be alleviated with the traffic signal at the ramp terminal scheduled for completion next month.

During the first week and a half of operation, a slow-up also occurred at the Denver/Delta ramp entrance. This was solved through the removal of the high occupant vehicle bypass lane as described earlier.

## FUTURE ADJUSTMENTS

Continued monitoring of the freeway operations during ramp metering periods will determine the need for further modifications of metering rates, adjustment of metering periods, and possible geometric changes to the freeway and ramps.

Changes in the layout of some ramps have been identified. They are needed to make the freeway and ramp system function at their maximum effectiveness. These include extension of the HOV lane on Union Avenue to make it more advantageous for carpools. At the present time, the bypass lane is too short and thus ineffective as an incentive to carpooling. Vehicles eligible to use this lane must wait in the 50-car ramp meter queue on Union Avenue and work their way up to the carpool lane. Approval for the changes in signing to make the bypass lane more effective is being sought now.

The carpool lane on Swift Avenue could be extended west another 200 feet to terminate at the westerly I-5 ramp terminal. This again could be done with some restriping of the existing pavement and is being studied at this time.

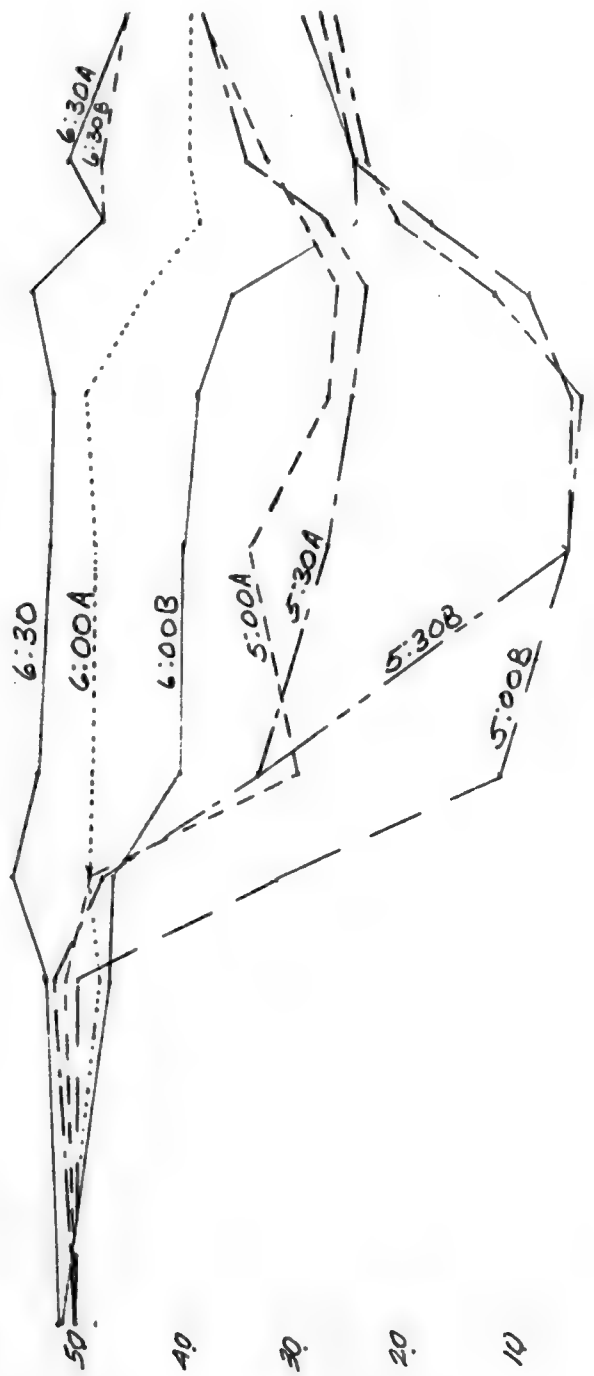
Other low-cost improvements to I-5 were identified in the April 1979 I-5 North Freeway report. These projects will be advanced as need arises and funds become available.

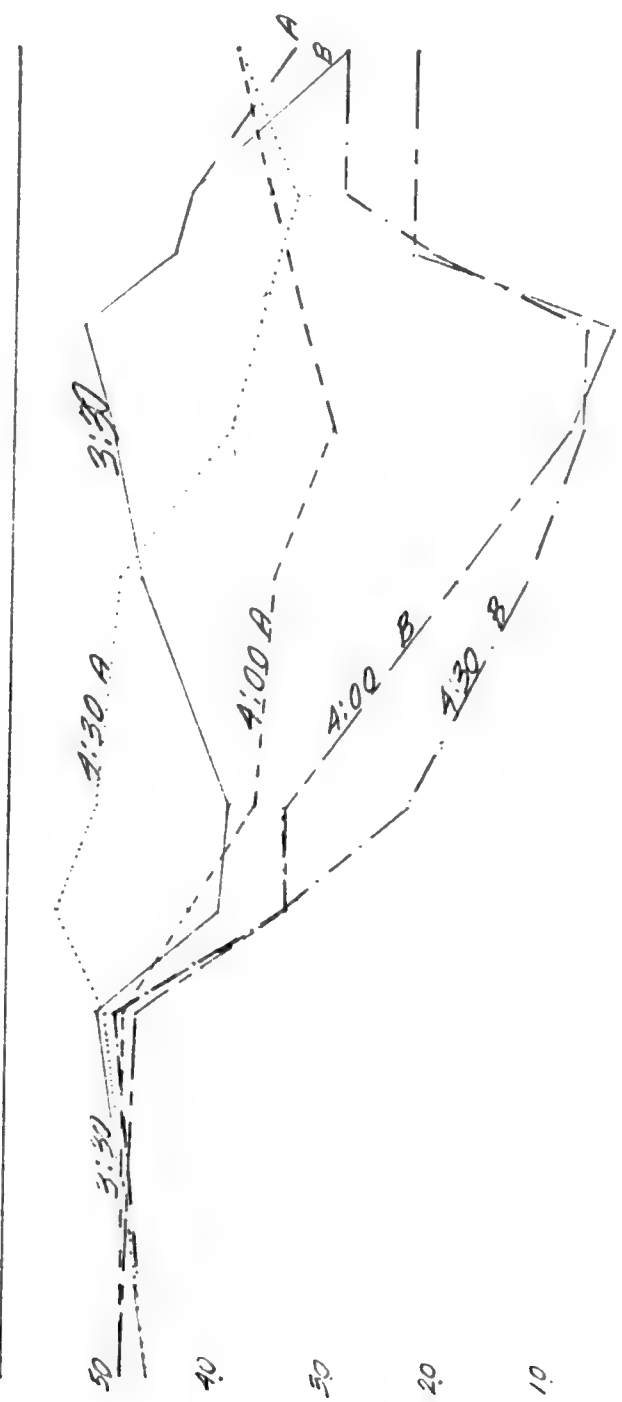
# APPENDIX

I-5 NORTHBOUND TRAVEL SPEEDS

A= AFTER RAMP METERING

B= BEFORE RAMP METERING



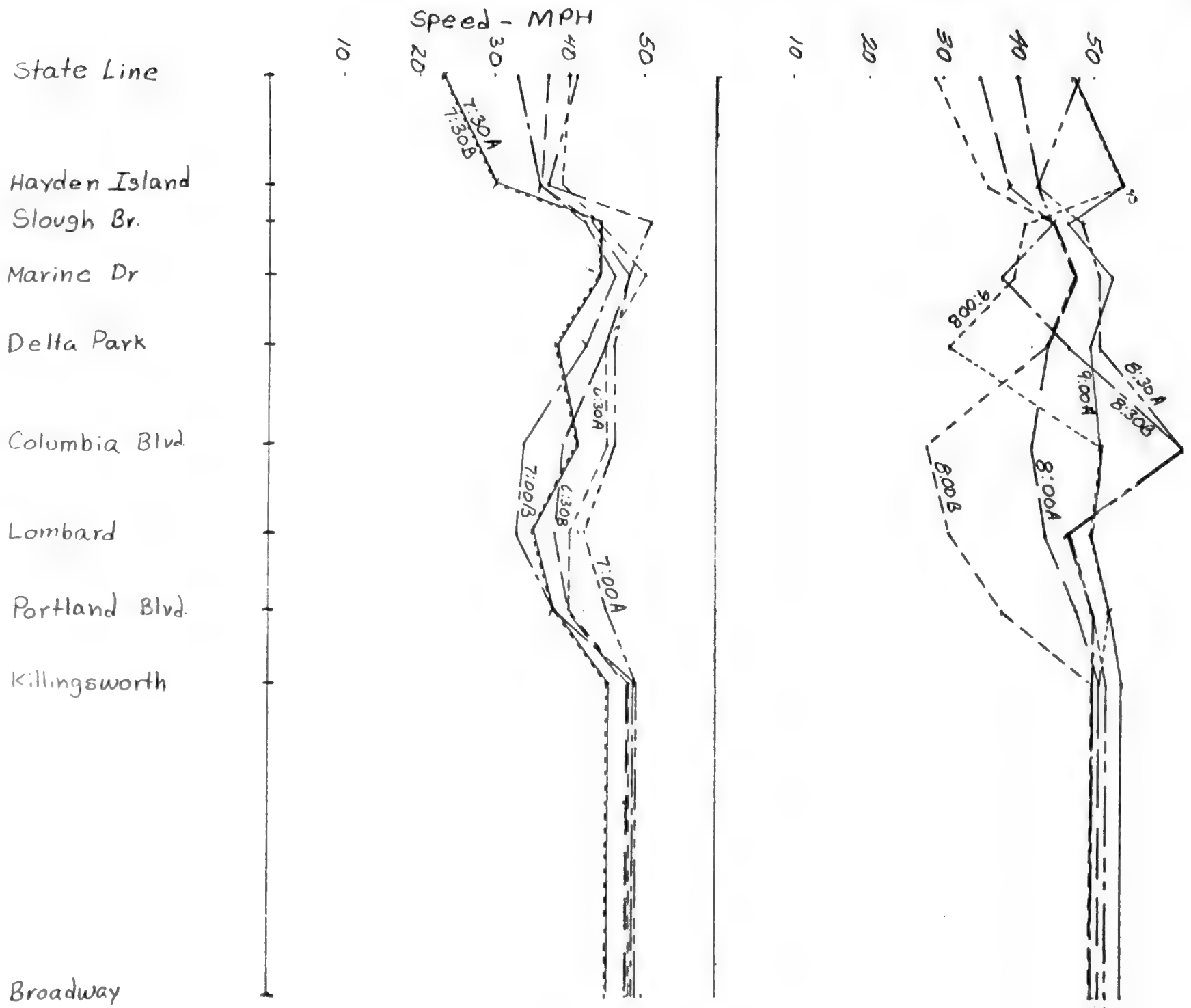

- BROADWAY
- GOING
- KILLINGSWORTH
- PORTLAND BLVD
- COLUMBIA BLVD
- COLUMBIA BLVD
- DENTON PARK
- DENVER DR
- LOMBARD DR
- HAYDEN ISL
- STATE LINE

# I-5 SOUTHBOUND

A= AFTER RAMP METERING

B= BEFORE RAMP METERING

TRAVEL SPEEDS




State Line

Hayden Island Slough Br.

Marine Dr

Delta Park

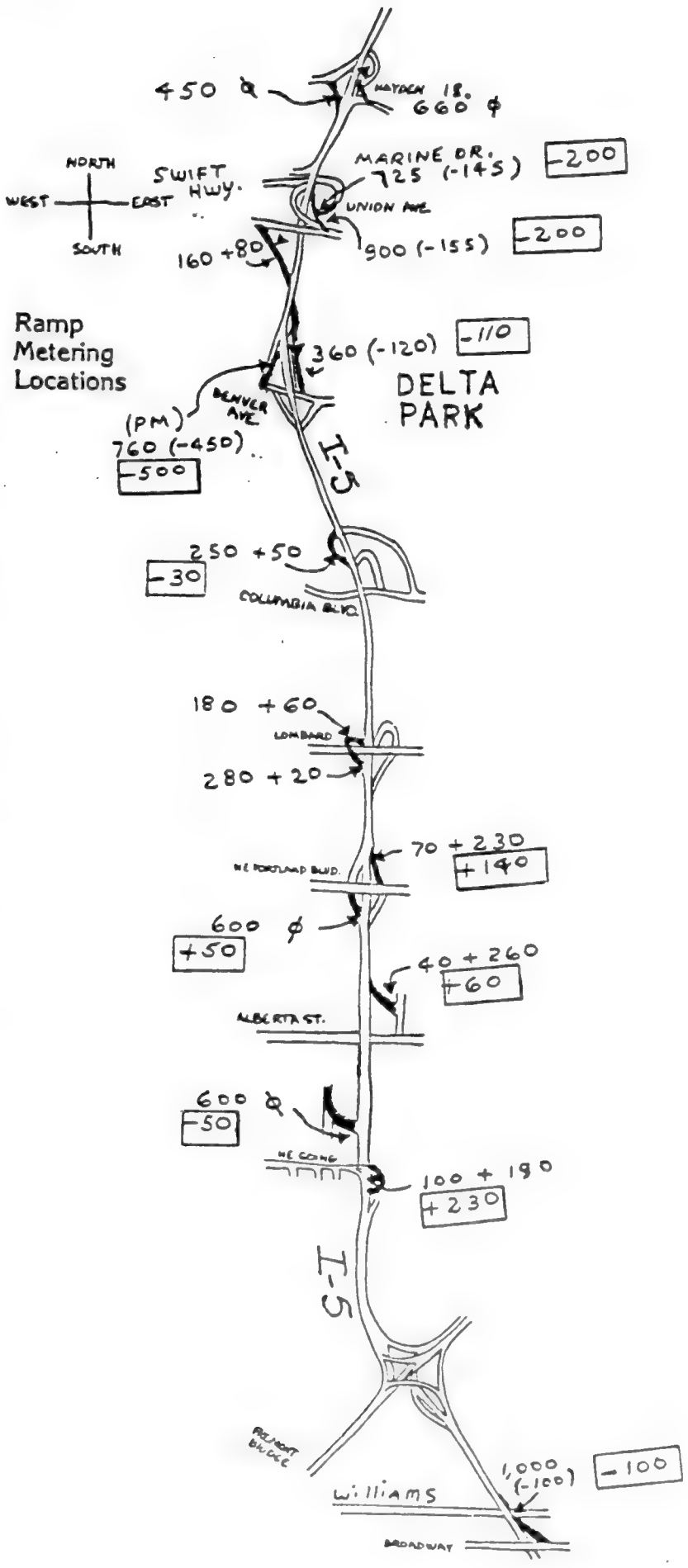
Columbia Blvd

Lombard

Portland Blvd

Killingsworth

Broadway

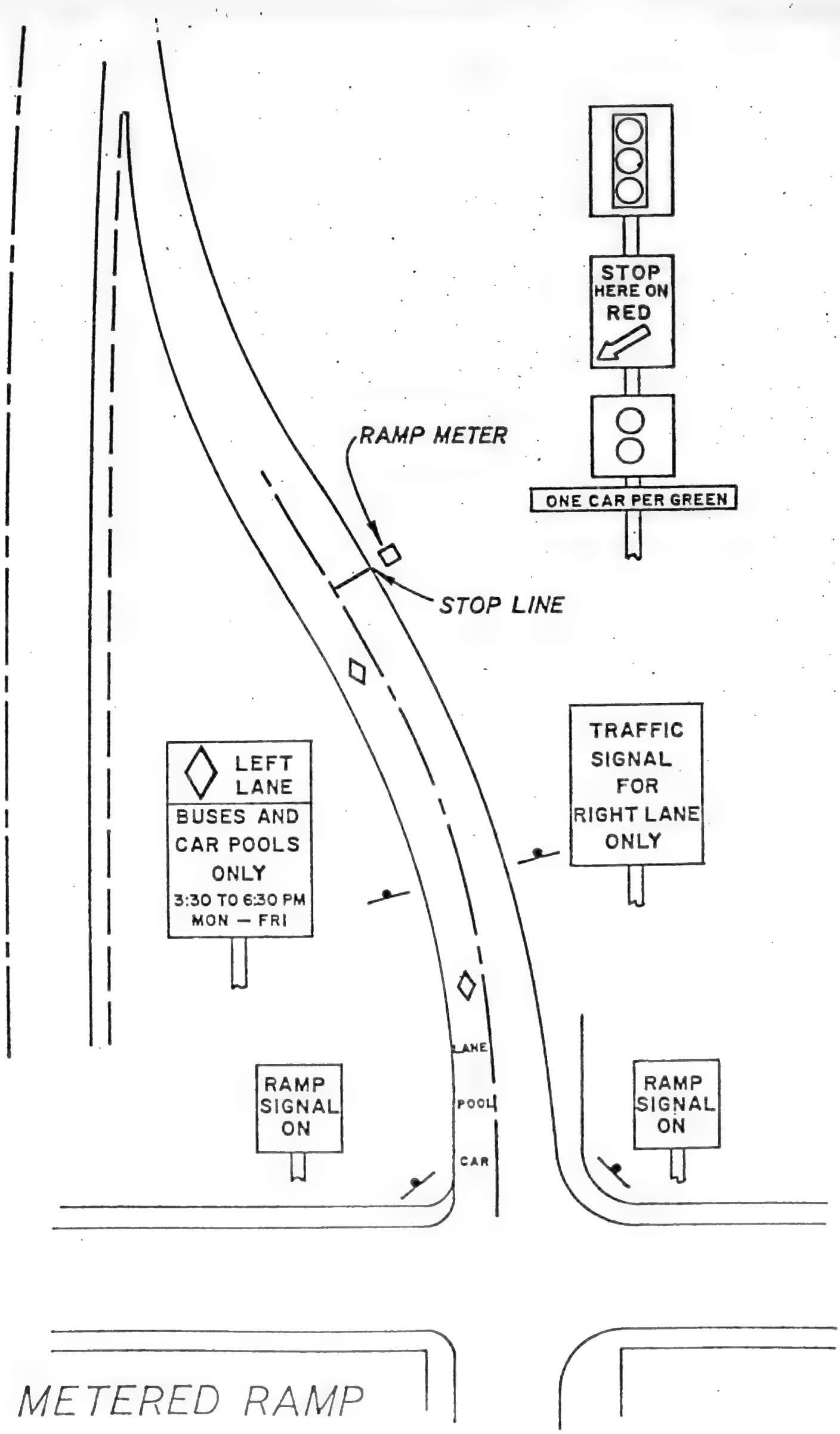



I-5 NORTH FREEWAY
RAMP METERING

XX DEMAND PEAK HOUR VOLUME

(XX) DIVERTED PEAK HR. VOLUME (GOAL)

[XX] ACTUAL DIVERTED PEAK HOUR VOLUME




TYPICAL METERED RAMP

STATE OF OREGON
Department of Transportation
Metropolitan Branch

INTEROFFICE MEMO
Telephone: 238-8226
Date: January 21, 1981

TO: GEORGE BELL, Manager
Intergovernmental and Public Affairs

File No: 626-1913

FROM: R. N. BOTHMAN
Administrator

SUBJECT: Ramp Metering

Having spent the last two evenings, from 4:30 to 6:30 at the Jubitz Truck Stop on I-5 North, talking with truckers relative to the ramp metering project, it becomes clear to me that a more active campaign or public relations effort with the trucking industry would be of a major benefit to the Department.

These people, including truck drivers and terminal managers from throughout the North Portland area, really unloaded on me relative to their feelings on state highways, both from the point of design and from the point of maintenance.

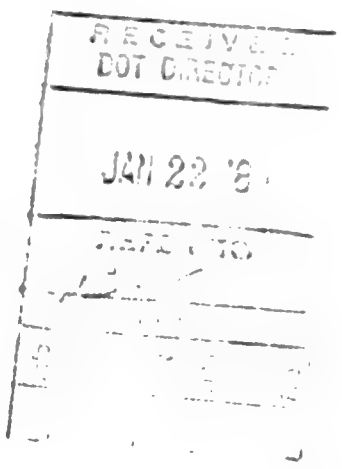
It is my impression that if we simply give the highway users an opportunity to express themselves and the feeling that we are listening to them (in the case of the ramp metering we are going to respond to their concerns which we can do without hurting our operation), we would gain support for our highway programs in the future. Several of the truckers and fleet managers, frankly started out with some rather coarse descriptions of our operations, but after hearing the facts reversed their thinking 180 degrees.

Other comments picked up from listening to these professional drivers were their impressions on the driving habits of Oregon motorists compared to other states. Most of these truckers at this truck stop cover several states and collectively believe that Oregon has the worst drivers. Perhaps the Department should pursue a public information program to improve the Oregon driver, since that is one way to improve conditions on our highways without building new ones.

In summary, I urge a major public relations program with not only the truckers but all highway users to advance our highway program.

RNB:nyr

cc: F. B. Klaboe
H. S. Coulter



U. S. DEPARTMENT OF TRANSPORT. — N - FEDERAL HIGHWAY ADMINISTRATION

# LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO.: IG-5-6(98)303

STATE PROJECT NO.: See below

FROM: G. L. Green, Division Administrator
FHWA - Oregon Division

PROGRAM NO.:

ITEM NO.: 90289

COUNTY NAME: Multnomah

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

TO:

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

RECEIVED
STATE HWY ENGR
JAN 27 '81
REFER TO
Mowing
FOR

| DATE PS&E APPROVED | DATE AUTHORIZATION EFFECTIVE | FEDERAL ROUTE NUMBER | STATE ROUTE NUMBER |
|---|---|---|---|
| 5/29/80 | 1/8/81 | Interstate 5 | Primary 1 |

GENERAL LOCATION:

Hayden Island - NE Broadway (Portland)

GENERAL DESCRIPTION OF WORK:

Signing at on ramps to freeway at Hayden Island Intersection

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY

PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☐ PREPARATION

☐ OTHER (Specify)

☐ ACQUISITION OF RIGHT-OF-WAY

CONSTRUCTION - ADVERTISE FOR RECEIPT
☐ OF BIDS

XX ☒ CONSTRUCTION - PROCEED ON ~~AN ASSIGNED~~ XXXXXXXXX
~~PROJECT~~ XXXXXXXXXX FORCE ACCOUNT BASIS

REMARKS

This will confirm the advance authorization date of 1/8/81, as requested in Mr. Keasey's letter of 1/12/81 as being in the public interest for the use of State Forces to proceed with the above work. State Force Order No. 5 is approved for TEC NTE $2,000 Federal Funds.

| DATE | SIGNATURE OF APPROVING OFFICIAL | TITLE |
|---|---|---|
| 1/19/81 | G. K. Hoesner | for Division Administrator |

FORM PR-1240 (REV. 6-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1975-631-855

VICTOR ATIYEH
GOVERNOR

OFFICE OF THE GOVERNOR
STATE CAPITOL
SALEM, OREGON 97310

January 5, 1981

R. L. Klingler, President
Oregon Highway Users Federation
509 S. W. Taylor
Portland, OR 97204

State Police will provide enforcement when the ramp metering signals along I-5 are activated on January 7.

I have asked Mayor Ivancie to provide assistance, however, because of the shortage of State Police patrols in the Portland area.

Your support of this project is appreciated.

Sincerely,

Victor Atiyeh
Governor

VA:dg

bc: Highway Division

STATE HWY
JAN-7 '81
REFER TO
Info
File

OREGON HIGHWAY
USERS FEDERATION

affiliated with . . .

HIGHWAY USERS FEDERATION FOR SAFETY AND MOBILITY

*OFFICE OF PRESIDENT*

R. L. Klingler
509 S.W. Taylor
Portland, OR ~~97183~~ 97204
Phone (503) 243-2320

DEC 19 1980

00332

December 17, 1980

PLEASE RETURN to ... response
ORIGINAL LETTER by ... signature
Thank you. 1-2

RECEIVED
DOT DIRECTOR
DEC 23 '80
REFER TO
FOR
Info | Invest | R/D | D/R | Sign | Act | File

The Honorable Victor Atiyeh
Governor of Oregon
State Capitol
Salem, Oregon 97310

Dear Governor Atiyeh:

The Portland Vancouver Metropolitan area has experienced tremendous development and growth in recent years. With that growth has come increased population and traffic.

A positive attempt to relieve congestion on Interstate 5 from downtown Portland to the Interstate Bridge is currently under construction in the form of ramp metering signals. Enforcement of this program will be very important in making the system work as it was designed. The question of enforcement has generated a serious challenge to whether ramp metering will even get off the ground as evidenced by the recent article in the December 4, 1980 edition of the Oregonian (copy enclosed). The highway users of our communities are fully aware of the difficulties being experienced by all levels of government but we are also aware of the loss of life and property on Interstate 5 due to traffic congestion along that route. Action by Portland, Vancouver and the states of Oregon and Washington is long overdue.

We urge you to collectively work this problem out. Please do not put this ramp metering project in jeopardy.

Respectfully yours,

R. L. Klingler
President

MA PDM PDE FFM SPC
ODOT - METRO
DEC 24 1980
BM PAR PPC FILE T/A

CC: Oregonian, Letter to Editor
Salem Statesman, Letter to Editor
RLC:bas
Enc

Albina Fuel Company
American Leasing Co.
Asphalt Institute
Associated General Contractors
Associated Oregon Industries
Blitz Weinhard
Chevron U.S.A.
Freightliner Corp.
Greyhound Lines
Independent Auto Dealers Assn.
North Pacific Insurance Co.
Oregon Asphalt Paving Assn.
Oregon Assn. of Water Utilities
Oregon Auto Club (AAA)
Oregon Motorcycle Dealers
Oregon Auto Dealers Assn.
Oregon Farm Bureau
Oregon Ind. Gasoline Dealers
Ore. Ind. Insurance Agents Assn.
Oregon Log Truckers Assn.
Oregon Tire Dealers Assn.
Oregon Wheat League
Pacific Coast Owner - Operators Assn.
Pacific Trailways
Portland Cement Assn.
Portland Independent Insurance Agents
Town Concrete Pipe Inc.
West Coast Oil Co.
Western Oil and Gas Assn.
Western Truckers Assn.
West. Environmental Trade Assn.
Wright Chevrolet

Oregonian 12-4 80

# Ivancie says state must police ramps

By LINDA WILLIAMS
of The Oregonian staff

Portland Mayor Frank Ivancie said Wednesday that if the Oregon State Police do not patrol rush-hour traffic on Interstate 5's newly metered ramps, the city will ask the state to halt the nearly completed $700,000 project.

The mayor has asked Gov. Vic Atiyeh to require the state police to patrol the ramp metering system that is due to start Jan. 7. Ivancie said the state is reneging on an earlier agreement to patrol the system.

If the state does not provide enforcement, the city will ask the state Department of Transportation to stop the $700,000 project, which is designed to relieve the rush-hour freeway traffic jams, Ivancie said in a letter to the governor.

The City Council Wednesday morning postponed approving a resolution to that effect until Atiyeh responds.

State police officials say patrols will not be assigned specifically to the ramp meters during rush hours, but officers would enforce traffic laws if they encountered violations while on the freeway. Ivancie says that's not enough.

The state police and the city have clashed before over whether the state is obligated to enforce traffic laws on interstate highways within the city limits.

The transportation department said earlier this year that, in cooperation with the city, it would install the signals on I-5 ramps between the Marquam Bridge and the Columbia River in order to prevent the rush-hour congestion on the freeway.

The meters are designed to control the number of vehicles on the freeway at any one time by pacing traffic entering the freeway.

An agreement signed by the state and city said "the state shall perform all work necessary to construct the project and upon completion shall maintain and operate the ramp metering system and arrange for the necessary enforcement."

Ivancie said the state police officials are reneging on this agreement.

State Police Supt. John Williams said patrols from the Portland division would not specifically be assigned to freeway ramps during rush hours to enforce the program. He cited the Legislature's decision to turn over traffic enforcement on Interstate 84 and I-5 within the city limits to the Portland Police Bureau because of budget cuts in the state police division assigned to Portland.

The city says that regular patrols — at least during the first months — are necessary to make the ramp metering project a success. Police Commissioner Charles Jordan said the bureau does not have the money to provide regular patrols.

"Should the state police continue to refuse to guarantee appropriate and proper enforcement of the ramp metering program, the city will be forced to ask that the department of transportation proceed no further with implementation," Ivancie said.

CITY OF

# PORTLAND, OREGON

OFFICE OF MAYOR

Office of
Francis J. Francie, Mayor
1220 S.W. 5th
Portland, Oregon
(503) 248-4120

cc: Bob
Jim
St. Pol
DOT

December 18, 1980

RECEIVED
DEC 2?. 1980
Governor's Office

NOTED
E. S. HUNTER

Honorable Victor Atiyeh
Governor of Oregon
State Capitol
Salem, Oregon 97210

Dear Vic:

Both Commissioner Jordan and I were pleased to learn that the State Police have always intended to provide enforcement for Portland's ramp metering program. We firmly believe that strong enforcement will be needed to insure that this system operates properly from the start.

While we understand that the exact level of enforcement may be hard to determine until after the system has been operating for a period of time, we take your letter as a sign that State Police will give this program very serious attention. Portland City Police will, of course, cooperate in this effort, as they can be made available.

Vic, I completely sympathize with the budget problems that are forcing you to take a close, hard look at this and every other state activity. I appreciate the tough decisions that you are having to make all over the state and I want you to know that the City of Portland will never do anything to purposely aggrevate your problems. We can only hope and work for the sort of economic recovery that will end this period of diminishing resources.

I look forward to meeting with you and discussing this issue and other matters of mutual concern at our earliest convenience.

Sincerely,

MAYOR

FJI/dg

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STATE HWY ENG
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FOR
Info | Invest | R/D | D/R | Sign | Act | File

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STATE OF OREGON
Department of Transportation
Metropolitan Branch

INTEROFFICE MEMO
Telephone: 238-8226
Date: December 12, 1980

File No: INT 5

NOTED
H. S. COULTER

TO: H. S. COULTER
State Highway Engineer

FROM: R. N. BOTHMAN
Administrator

SUBJECT:

You should be aware that several current projects and decisions are being questioned by the new Mayor of Portland.

Neither the Planning Bureau or Bureau of Streets and Structures seem to have a good input to the Mayor's office at this time. The Traffic Bureau, via Don Bergstrom, seems to have a major input.

The attached five items indicate some of the areas which are being questioned by the new Mayor.

You might be interested that in addition to questioning the East Fremont Interchange connection, the Banfield HOV lane, the issue of a fire hydrant/water line in the Banfield and I-205 Freeways, the ramp metering project, and use of right-of-way under freeway structures; the Mayor has questioned the priority of all City of Portland projects; and more specifically, the Greeley/I-5 ramp project.

The purpose of this memo is to advise you of the discussions that are occurring.

RNB:nyr

cc: E. L. Hardt

Attachment

STATE OF OREGON
Department of Transportation
Metropolitan Branch

INTEROFFICE MEMO
Telephone: 238-8226
Date: December 11, 1980

TO: The FILE

File No: INT 5

FROM: R. N. Bothman
Administrator

SUBJECT: Don Bergstrom Meeting
December 10, 1980

Discussed the following five items with Don Bergstrom.

1. Discussed the connection of the East Fremont Interchange to Vancouver and Williams Avenue. Don asked that we take a look at the alternatives to making that connection. I advised him that this was a City project handled by CH2M/Hill consultants and the Bureau of Public Works and that he should work with them to look at the alternatives which were reviewed. I advised him that eight years ago I had worked out with the Humboldt and Boise neighborhoods an acceptable connection; however, that approach was vetoed at City Council and that the issue should be reactivated by City Council, not ODOT.

2. Discussed the Banfield HOV lane. Don requested information relative to the operating characteristics of the HOV lane; i.e., traffic volumes, speeds, capacities, etc. Don requested that I submit a letter to DEQ to determine if they would hold us to the permit to construct agreement. I advised him I would not, and no one in the Metro staff should proceed with any activities which in any way deal with the reassessment of the HOV lane for any reason. without my approval. Any action to reconsider or otherwise even look at the HOV lane operation at this point shall be initiated by the City.

3. Discussed the City's Fire Bureau request for a water line with hydrants in the Banfield Freeway. Early indicated to Don, that we had thoroughly considered the issue and had informed the City that a system of fire hydrants in the freeway was not included in the project and would not be included in the project. We have agreed to work with the Fire Bureau to establish a system of hydrants on the adjacent streets and the cross streets to serve the freeway. Don Adams should follow-up the freeway design to see that we do a better job than accomplished on the I-205 design; more in line with the design accomplished on I-5 by WDOT. WDOT included gates and breaks in the noise barriers and fencing to provide access to the hydrants. I do not think we have accomplished that on I-205. We should assure that the hydrants are established as requested,within reason, by the Fire Bureau and are readily accessible to the freeway. Again, no further action is required with any initiation of a request to be provided by the City. I advised Bergstrom we were fixed on the total amount of dollars for the project and our problem would be weighing the justification for the fire hydrant system versus some other component of equal value (roughly a million dollars) on the freeway. As an example; we would have to eliminate our curvature correction at 33rd Avenue, eliminate the auxiliary lane between Sandy and Holladay, eliminate lighting, or eliminate some other feature of the freeway to come up with the million dollars. I advised him there was a problem with both federal funds

NOTED
H. S. COULTER

and with state funds. We would certainly entertain the proposal to include the fire protection if the City were to provide the e(4) funds and to provide the local match. The City would also have to provide for continuing maintenance of the system which the Water Bureau has refused to do. The issue is really the City's. No further work should be accomplished on the issue of a water system in the freeway.

4. Discussed the ramp metering project. Advised that I was proceeding on the basis of initiating the project January 7 with the minimum enforcement we could muster from the State Police. I advised that a response to the Mayor would be forthcoming from the Governor and was being handled at that level, but that my recommendation would be to proceed with the minimum enforcement.

5. Discussed the use of State Right of Way under the Morrison Bridge adjacent to Water Avenue by the City for a parking lot. I advised Don that I had discussed this subject with George Yerkovich, City of Portland; Dave Hill, City of Portland; Tom Benjamin, City of Portland; and now Don Bergstrom, City of Portland. I suggested that he contact and get the City's act together. I further advised that upon the advice of Dave Hill I advised the local owner that the property was available for lease with the same stipulations we provided for the City.

RNB:nyr

cc: D. R. Adams
V. L. Rocker
T. H. Schwab
M. J. Klotz
K. D. Limbocker
R. A. Sandmann

VICTOR ATIYEH
GOVERNOR

OFFICE OF THE GOVERNOR
STATE CAPITOL
SALEM, OREGON 97310

NOTED
H. S. COULTER

December 11, 1980

Mayor Francis J. Ivancie
City of Portland
City Hall
Portland, Oregon

Dear Frank:

Yesterday, staff in my office met with Scott Coulter, State Highway Engineer, and John Williams, Superintendent of the State Police, regarding ramp metering enforcement on the Portland Freeway.

Even though the State Police personnel strength has been reduced in Portland, it was established that they always have intended to provide a reasonable level of ramp metering enforcement when the system is implemented. Prior determination of the enforcement needs are difficult. Therefore, the State Police will evaluate and adjust enforcement based upon experience and need.

Because of the shortage of State Police patrols, support from city Police patrols will be helpful.

Sincerely,

Victor Atiyeh
Governor

VA:oc

RECEIVED
DOT DIRECTOR
DEC 1? '80
REFER TO
FOR
Info | Invest | R/D | D/R | Sign | Act | File

TY OF

# PORTLAND, OREGON

OFFICE OF MAYOR

Office of
Francis J. Ivancie, Mayor
1220 S.W. 5th
Portland, Oregon
(503) 248-4120

RECEIVED
STATE HWY ENGR
DEC 5 - '80
REFER TO
FOR
Info Invest R/D D/R Sign Act File

RECEIVED
DOT DIRECTOR
DEC 4 '80
REFER TO
FOR
Info Invest R/D D/R Sign Act File

December 2, 1980

The Honorable Victor A. Atiyeh
Governor of Oregon
State Capitol Building
Salem, Oregon 97310

Dear Governor Atiyeh:

In an attempt to relieve traffic congestion on Interstate 5, the Oregon Department of Transportation is constructing a ramp metering system on the portion of I-5 between Hayden Island and the Memorial Coliseum. This system, which limits the number of vehicles which may enter the freeway at a given time, is intended to increase rush hour capacity and travel speed, and reduce accidents in the I-5 corridor by smoothing traffic flow on the freeway. If this system is successful, ODOT plans to install additional ramp metering systems on other freeways in the Portland-Metropolitan area. An existing agreement between the State and the City of Portland (which is attached) provides that the State shall maintain and operate the ramp metering system and provide the necessary enforcement. Experience elsewhere has demonstrated that enforcement is essential to the success of ramp metering, particularly during the start-up period.

Unfortunately, by their letter of November 21, 1980 (also attached), the State Police have indicated that they will not assign specific patrols at specific times for ramp metering enforcement; despite a specific signed agreement to the contrary between the City of Portland and the Department of Transportation. Should the State Police continue to refuse to guarantee appropriate and proper enforcement of the ramp metering program, the City will be forced to ask that the Department of Transportation proceed no further with implementation.

To avoid the likely unpleasant ramifications of such an act, I urge you to exercise your authority under ORS 181.050, which

says, "The State Police, with the approval of the Governor, may be called upon by any other branch or Department of the State Government to enforce criminal laws or any regulation of such branch or Department."

I believe the ramp metering program is a particularly important step toward reducing congestion in the Portland-Metropolitan area, and believe that it holds promise for other congested areas.

Your assistance in this matter will be greatly appreciated.

Sincerely,

Francis J. Ivancie
Mayor

FJI
lml

lml

Enclosures

cc Portland City Council
Bill Wyatt, Intergovernmental Affairs, City of Portland
Fred Klabee, State Department of Transportation
Hardy Myers, Speaker of the House, State of Oregon

VICTOR ATIYEH
GOVERNOR

# Department of State Police

DISTRICT HEADQUARTERS
P.O. BOX 66008 PORTLAND, OREGON 97266

November 21, 1980

N.A. PDE FFM SPC
OOT-METRO

NOV 25 1980

SM PAR PPC FILE T/A

Mr. Donald R. Adams
Project Development Manager
Highway Division, Department of Transportation
5821 N.E. Glisan
Portland, OR 97213

Dear Mr. Adams:

This is to confirm our telephone conversations regarding Oregon State Police enforcement of ramp metering scheduled for I-5 in Portland.

As you are aware, State Police patrols were reduced on I-5 and I-84, within the city of Portland, on April 15, 1980, because of legislative direction. Police responsibility was assumed by the Portland Police Bureau. Total ramp meter enforcement, therefore, cannot be undertaken by the Oregon State Police. As I informed you, State Police patrols would enforce ramp meter infractions to the same extent as any other infraction. In addition, importance of enforcement for these infractions will be called to the attention of members on patrol.

We will not, however, assign patrols at specific locations or specific time frames for ramp metering enforcement.

Yours truly,

JOHN C. WILLIAMS, Superintendent

By
Duane A. Pankratz, Major

DAP:lp

NOV 26 1980
CITY ENGINEER

October 9, 1980

AGR 4-2

Mr. Oliver Domreis
Multnomah County Engineer
2115 S.E. Morrison
Portland, OR 97204

MISC. CONTRACTS and
AGREEMENTS No. 7353

Dear Mr. Domreis:

Attached for your files is a fully executed copy of an agreement concerning a ramp metering project on the Pacific Highway (I-5) between the Fremont and Interstate Bridges in Multnomah County.

We have retained a fully executed copy of this agreement for the Transportation Commission's files.

Sincerely,

Robert W. Cormsen
COMMISSION SERVICES

kkr
Attachment

bc: Don Harwell (agreement attached)

STATE OF OREGON
Department of Transportation
Metropolitan Branch

INTEROFFICE MEMO
Telephone: 238-8226
Date: July 2, 1980

File No: 626-1913

TO: BUZ SWAN
Operations Programming Engineer

FROM: JON ROSE
Federal Aid Specialist

SUBJECT: Proposed Agreement Hayden Island Ramp Metering
Pacific Highway
Multnomah County
626-1913

There is now an agreement in effect between the state and the City of Portland which documents the intent of both parties to operate the I-5 ramp metering project in such a way as to provide the greatest benefit without imposing an unreasonable burden on either state highways or city streets. One interchange not covered by that agreement is the access complex to Hayden Island at the northerly end of the project and Multnomah County has requested that a similar agreement be prepared to describe county and state responsibilities at that location.

The attached package covers the history of discussions on the subject and makes Metro's attitude quite clear. Would you use this information to prepare a simple agreement which will satisfy the concerns of both parties.

po

Attachment

VICTOR ATIYEH
GOVERNOR

*Department of Transportation*
METROPOLITAN BRANCH
5821 N.E. GLISAN, PORTLAND, OREGON 97213

June 12, 1980 238-8226

Ms. Bebe Rucker
Senior Planner
Multnomah County Bureau of Planning
2115 SE Morrison
Portland, Oregon 97214

Dear Ms. Rucker:

I apologize for not responding earlier to your suggested ramp metering agreement for Hayden Island.

I acknowledge the uniqueness of the traffic access problem for Hayden and Tomahawk islands. One must retain the objective of the ramp metering project, so some type of a balance has to be obtained.

I am simply trying to maintain the maximum flexibility for the department to operate the meters and at the same time provide sufficient satisfaction to the county so an excessive impact will not be placed on Hayden and Tomahawk islands.

I would therefore, propose the following verbage for an agreement:

> The Oregon Department of Transportation plans to initiate a ramp metering project on I-5 between the Fremont Bridge and the Interstate Bridge in November, 1980. Freeway entrance ramps will be metered during the peak-hour traffic periods to relieve existing congestion on this freeway section.
>
> The objective of the project is to improve the freeway operation resulting in a saving of travel time, improved safety, reduced energy consumption, and reduced air pollution. The ramp metering rate of access will be set to maintain traffic speeds to maximize the efficiency of the freeway. A result will be a redistribution of the existing freeway ramps.
>
> Traffic on
> The northbound and southbound entrance ramps to I-5 from Hayden Island, which serves Tomahawk and Hayden islands, will be metered as part of the project. Due to lack of other access, the department agrees to minimize the adverse impact to the island traffic entering the freeway, and assures that the impacts will be consistant with those experienced at the other freeway ramps, during the morning-peak period northbound, and the evening-peak period southbound.

The critical ramp to the county is the northbound on-ramp. The department plans to set the p.m., northbound on-ramp meter for 750 vehicles from 3:30 to 4:30, 700 vehicles from ~~4:30 to 5:30, and 660~~ vehicles from 5:30 to 6:30, which is anticipated to be the demand in November, 1980. The department plans to adjust that meter to accommodate the on-ramp demand up to a maximum of 900 vehicles per hour until the Oregon Slough Bridge widening provides additional lanes northbound. After the Oregon Slough Bridge is widened, and after traffic builds up following the opening of the I-205 freeway, it might become necessary to reduce the meters below 900 vehicles per hour.

hourly

hourly

The department and county mutually agree to actively cooperate in the operation, adjustment, and enforcement of the ramp metering system to insure maximum benefit to users of both the ~~county road system and the~~ interstate freeway system. Specifically, it is agreed that the ramp metering system will be operated so as not to interfere with the operation of the signal at N. Hayden Island Drive and the freeway ramp.

and county road system

In order to provide adaquate vehicle storage at the northbound on-ramp, along with a bypass lane, it is necessary to modify the existing street circulation pattern at the intersection of North Tomahawk Island Drive and the ~~on~~-ramp. Only right turns will be allowed to and from Tomahawk Island Drive. Access to the ~~northbound on~~-ramp from North Tomahawk Island Drive will be made via Jantzen Avenue and N. Hayden Island Drive. A new traffic signal located on N. Hayden Island Drive at this location is part of the project.

freeway

freeway

I propose to place the above in the form of a ~~letter~~ agreement ~~to be signed by the appropriate county official and me~~. If the above agreement appears satisfactory, or if you have changes, please provide them to me and I'll attempt to expeditiously finalize the agreement.

Sincerely,

Robert N. Bothman

RB/rs

~~system is required~~ as a ~~direct result of the ramp metering~~ project, ~~the State and City~~ mutually agree to seek ~~federal funding for such~~ adjustment or modification with matching funds to be provided in a manner ~~consistent with ODOT policy.~~

IN WITNESS WHEREOF, the parties hereto have set their hands and affixed their seals as of the day and year hereinafter written. ~~City~~ County has acted in this matter pursuant to Ordinance No._____, adopted by its ~~City Council~~ on the_____day of_____, 1980.

The Oregon Transportation Commission, by a duly adopted delegation order, authorized its Chairman or Vice Chairman to act in its behalf in approving this agreement. Approval was given for this agreement on _____ by_____, which approval is on file on the Commission records. The delegation order also authorized the State Highway Engineer to execute the agreement on behalf of the Commission.

APPROVAL RECOMMENDED

_____
Metropolitan Administrator

APPROVED AS TO FORM

_____
City Attorney

STATE OR OREGON, by and through its Department of Transportation, Highway Division.

_____
State Highway Engineer

~~CITY OF PORTLAND~~, by and through its ~~City Officials~~

By_____
~~Mayor~~

By_____
~~Commissioner of Public Works~~

# MULTNOMAH COUNTY OREGON

ENGINEERING SERVICES
2115 S.E. MORRISON STREET
PORTLAND, OREGON 97214
(503) 248-3591

DONALD E. CLARK
COUNTY EXECUTIVE

April 22, 1980

Mr. Robert Bothman
Oregon Dept. of Transportation
5821 N.E. Glisan
Portland, OR 97211

MA T PDM PDE TSE SPC
ODOT - METRO

APR 24 1980

Subject: Hayden Island Ramp Metering

AMOP PPS T PPC FILE T/A

I have reviewed your response to the Hayden Island Ramp Metering Agreement.

The purpose of the agreement is to quantify the effect of ramp metering upon the area of unincorporated County and reach a written understanding regarding initial and future ramp metering levels to insure equitability in bearing adverse effects of ramp metering. I note that the agreement with the City of Portland relates ramp metering to specific city street volumes in an effort to quantify the effect of ramp metering so as to provide an equitable burden. It is the County's intention to reach a like quantifiable understanding with the State relating to unincorporated Hayden and Tomahawk Islands.

As you know the concept of ramp metering is to meter traffic at freeway entrances in order that the freeway and parallel routes may be used with maximum efficiency. There is an obvious significant distinction between Hayden Island and the other I-5 locations, i.e., there are no parallel routes for Hayden and Tomahawk Islands. The only access to and from these islands is furnished by the entrance and exit ramps to I-5. Therefore the potential exists for the islands to suffer greater adverse impacts from ramp metering than any other I-5 location due to the lack of alternate travel routes. However this potential for greater adverse impact need not be realized since the mechanism of ramp metering can be adjusted in such a way as to forestall this inequity.

The County has recognized I-5 traffic effects from the Hayden Island Interchange and has dealt with this issue through the adoption of land use plans for the area. These actions include:

- designation of Tomahawk Island for waterfront commercial-recreational use which excludes residential as a primary use and requires an environmental assessment report for each development proposal.

- designation of the area west of the railroad on Hayden Island as Natural Resource.



AN EQUAL OPPORTUNITY EMPLOYER

.adopting a plan for the urban portion of Hayden Island which addresses the interchange capacity and trip generation of land uses by peak hour and by peak direction.

The County believes it has acted responsibly in addressing the issue of traffic effects of Hayden and Tomahawk Islands on I-5.

It should be noted the County has supported the recommendations of the CRAG Interstate Bridge Corridor Report which included ramp metering and the widening of the Slough Bridge as well as other actions which improved I-5 movement. However, it should also be noted the County does not believe traffic movement on I-5 should be improved primarily at the expense of the Hayden Island interchange.

The vehicle-per-hour ramp capacities at Hayden Island are:

| | |
|---|---|
| Northbound off-ramp | 1300 |
| Northbound on-ramp | 1300 |
| Southbound off-ramp | 1100 |
| Southbound on-ramp | 1300 |

Ramp metering which would ultimately allow only 900 vehicles-per-hour is a significant decrease from the ramp capacity, particularly for an island. However an ultimate ramp metering level of 900 would be acceptable to benefit I-5 traffic.

I am enclosing a ramp metering agreement for your review. Please advise me of your comments.

Sincerely yours,

Bebe Rucker

Bebe Rucker
Senior Planner

BR:rj

Encls.

Copies: Don Clark, County Executive
Gladys McCoy, County Commissioner
Dirk Koopman, Hayden Island Corp.

# HAYDEN ISLAND RAMP METERING

The Oregon Department of Transportation is initiating a ramp-metering project on I-5 between the Marquam Bridge and the Interstate Bridge. Freeway entrance ramps will be metered during the peak-traffic periods to relieve existing congestion on the freeway section. Ramp metering is scheduled to begin in November, 1980.

The objective of this project is to improve the freeway operation. Improved freeway operation results in reduced travel, improved safety, and reduced energy consumption. The ramp-metering rates will be set to ensure maximum benefit to the users of the interstate system, while equitably distributing the effect of ramp metering so that no one freeway access point is unfairly burdened with an excessive adverse impact due to the metering.

The entrance ramps to I-5 from Hayden Island (which serves Tomahawk and Hayden Islands) will be metered as part of the project. The southbound ramp from Hayden Island will be metered during the morning-peak period and the northbound on-ramp to I-5 will be metered during the evening-peak period. Tomahawk Island and Hayden Island are a unique area in the ramp metering scheme, since they are islands, and since the only access to and from the islands is through the I-5 interchange. Unlike the other I-5 interchanges which are to be metered, there are no parallel routes.

Discussion of the specifics of ramp metering on Hayden Island was held with representatives of ODOT, Multnomah County, and Hayden Island, Inc., on February 26, 1980. It was determined that ramp metering for the PM peak hour, northbound on-ramp would be initiated at current demand in November 1980, which was anticipated to be about 750 vehicles per hour. Ramp metering will be adjusted to accommodate the PM peak hour on-ramp demand up to 900 vehicles per hour. The 900 vehicles per hour is the limitation of the ramp metering device. Prior to ramp metering, the capacity of the on-ramp was 1300 vehicles per hour during the PM peak hour. (The Broadway on-ramp is to have a metered volume of 1150 vph and some on-ramps north are to be allowed 250% to 600% of their current volume.) It is understood that this 900 vehicles per hour translates to a 4.0 second cycle between green-red-green changes of the ramp meter signal.

It might become necessary in the future (after the Slough Bridge is widened and after traffic builds back up following the opening of I-205) to ramp meter below an on-ramp demand of 900 vehicles per hour. If such a situation does develop, the ramp will not be metered below 800 vehicles per hour.

In order to provide adequate vehicle storage at the ramp meter along with a bypass lane for northbound traffic from Hayden Island, it is necessary to modify the existing interchange/street circulation pattern. At the intersection of North Tomahawk Island Drive and the interchange road, only right turns

will be allowed to and from Tomahawk Island Drive. Access to the northbound on-ramp from Tomahawk Island Drive will be made via Jantzen Avenue and the street connecting the east frontage road and Jantzen Avenue. A new traffic signal will be located on Hayden Island Drive at this location.

If a change in traffic light location causes excessive congestion on the private roads resulting from the associated change in traffic circulation characteristics, ODOT shall implement corrective measures.

The above specifics of the ramp metering project are agreed to by the parties listed below.

STATE OF OREGON
Department of Transportation
Metropolitan Branch

INTRAOFFICE MEMO
Telephone: 238-8226
Date: March 17, 1980

File No: 626-1913 (130)

TO: TOM SCHWAB
Transportation Analysis Engineer

FROM: ROBERT BOTHMAN
Administrator

SUBJECT: I-5 North Ramp Metering Project

Attached, please find the proposed agreement from Bebe Rucker on the subject project for our consideration.

Several points of the agreement are unacceptable to me.

I am amenable to developing a letter of understanding in that format. I plan to respond to the county with a letter of understanding.

Please check the first paragraph for accuracy.

Please expand on the second paragraph. The objective of the project is not to equitably distribute the ramp metering; although, that will be an outgrowth of the project. You should get the specific objective written down.

I would like to reduce the length of the third paragraph but I have no ideas.

I would like you to rewrite the fourth paragraph, which is the key paragraph in the agreement. We do not need to refer to the meetings. I do not want to tie the initial metering level to the current demands but rather tie it to our current plan; i.e., simply say that the initial project is designed to accomodate 750 vehicles per hour, if that is the case.

I would like your comments relative to the 900 vehicles per hour maximum. I would rather say that the ramp metering will be adjusted. I would not want to adjust the meter up to 900 if it would have a detrimental effect on the rest of the freeway. I do not want to mention any specific numbers, only that we will monitor and adjust all the meters in balance with the freeway traffic and the ramp demands. Perhaps you could work out wording to that effect, leaving out the specific numbers.

We do not need to refer to any other ramps but the one at Hayden Island.

We should make mention of the anticipated need to readjust the volumes with the opening of the Oregon Slough Bridge. You might want to relate that, once the Slough Bridge is widened, the on-ramp traffic will become a function of the off-ramp traffic (this is all northbound).

The paragraph relative to the revisions at North Tomahawk Drive should be included, as appropriate. The next paragraph should be revised to indicate that we will adjust the meter to address the congestion. We will not commit ourselves to any corrective measures.

(over)

I want to give no guarantees whatsoever to the county, as we have given no guarantees to the City of Portland. Perhaps our agreement should be patterned after the agreement with the City of Portland. I want to stress that we will work with the county as we adjust the meters to accomodate the demands on the ramp.

po

Attachment

# HAYDEN ISLAND RAMP METERING

The Oregon Department of Transportation is initiating a ramp metering project on I-5 between the Marquam Bridge and the Interstate Bridge. Freeway entrances will be metered during rush hours in order to effect a less congested and smoother flowing freeway. Ramp metering will begin operation in November, 1980.

An objective of the project is to equitably distribute the effect of ramp metering so no one freeway access point is unfairly burdened with an excessive adverse impact due to the metering.

One set of entrance ramps to be metered is on Hayden Island, which is an island in the Columbia River located at the south end of the Interstate Bridge. Hayden Island is a unique area in the ramp metering scheme since it is an island, and since the only access to and from the island is through the I-5 interchange. Unlike the other I-5 interchanges which are to be metered, there are no parallel routes. Hayden Island has significant commercial, residential and industrial development which continues to grow.

Discussion of the specifics of ramp metering on Hayden Island was held with representatives of ODOT, Multnomah County and Hayden Island, Inc., on February 26, 1980. It was determined that ramp metering for the PM peak hour, north-bound on-ramp would be initiated at current demand in November 1980, which was anticipated to be about 750 vehicles per hour. Ramp metering will be adjusted to accommodate the PM peak hour on-ramp demand up to 900 vehicles per hour. 900 vehicles per hour is the limitation of the ramp metering device. Prior to ramp metering, the capacity of the on-ramp was 950 vehicles per hour during the PM peak hour. (The Broadway on-ramp is to have a metered volume of 1150 vph and some on-ramps north are to be allowed 250% to 600% of their current volume.) It is understood that this 900 vehicles per hour translates to a 4.0 second cycle between green-red-green changes of the ramp meter signal.

It might become necessary in the future (after the Slough Bridge is widened and after traffic builds back up following the opening of I-205) to ramp meter below an on-ramp demand of 900 vehicles per hour. If such a situation does develop, the ramp will not be metered below 800 vehicles per hour.

In order to provide vehicle storage associated with ramp metering, it is necessary to change interchange/street circulation patterns. At the intersection of N. Tomahawk Island Drive and the interchange road, only right turns will be allowed. Access to the north-bound on-ramp from N. Tomahawk Island Drive will be via Jantzen Avenue and the street connecting the east frontage road and Jantzen Avenue.

If a change in traffic light location causes excessive congestion on the private roads resulting from the associated change in traffic circulation characteristics, ODOT shall implement corrective measures.

The above specifics of the ramp metering project are agreed to by the parties listed below.

_____
Oregon Department of Transportation

_____
Multnomah County

3-6-80

_____
Hayden Island, Inc.

U. S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

**LETTER OF APPROVAL AND/OR AUTHORIZATION**

FEDERAL AID PROJECT NO.
IG-5-6(98)303

STATE PROJECT NO.
See below

FROM:
G. L. Green, Division Administrator
Salem, Oregon

PROGRAM NO.

ITEM NO.
90289

COUNTY NAME
Multnomah

PROGRAM STAGE (Check)
1 ☐ 2 ☐

TO:

Mr. H. S. Coulter
State Highway Engineer, ODOT
Salem, Oregon

10-9
Orig

RECEIVED
STATE HWY ENGR
OCT 9 - '80
REFER TO
Moehring
FOR

| DATE PS&E APPROVED | DATE AUTHORIZATION EFFECTIVE | FEDERAL ROUTE NUMBER | STATE ROUTE NUMBER |
|---|---|---|---|
| 5-29-30 | 6-5-80 | Interstate 1 | Primary 1 |

GENERAL LOCATION:

Hayden Island - NE. Broadway St. (Portland)

GENERAL DESCRIPTION OF WORK:

Public Information Program for Ramp Metering

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY

PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☐ PREPARATION

☐ OTHER (Specify)

☐ ACQUISITION OF RIGHT-OF-WAY

CONSTRUCTION - ADVERTISE FOR RECEIPT
☐ OF BIDS

☒ CONSTRUCTION - PROCEED ON ~~XXXXXXXX~~
~~XXXXXXXXXX~~ FORCE ACCOUNT BASIS

REMARKS

This will confirm the advance authorization date of June 5, 1980, as requested in Mr. Keasey's letter of October 1, 1980 as being in the public interest for the use of State Forces to proceed with the above work. State Force Order No. 3 is approved for TEC NTE $14,000 Federal Funds.

| DATE | SIGNATURE AND APPROVING OFFICIAL | TITLE |
|---|---|---|
| 10-6-80 | [signature] | for Division Administrator |

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORMS PR-1240 (REV. 6-68) WILL BE USED

U. S. DEPARTMENT OF TRANSPORTATIO FEDERAL HIGHWAY ADMINISTRATION

**LETTER OF APPROVAL AND/OR AUTHORIZATIO**

FEDERAL AID PROJECT NO.
5-6(94)303

STATE PROJECT NO.
See below

FROM:
G. L. Green, Division Administrator
FHWA - Oregon Division

PROGRAM NO.

ITEM NO.
90289

COUNTY NAME
Multnomah

PROGRAM STAGE (Check)
☐ 1. ☐ 2.

TO:

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

RECEIVED
STATE HWY ENGR
SEP 25 '80
REFER TO
Mailing
FOR

9-25 orig

| DATE PS&E APPROVED | DATE AUTHORIZATION EFFECTIVE | FEDERAL ROUTE NUMBER | STATE ROUTE NUMBER |
|---|---|---|---|
| | 9/10/80 | Interstate 5 | Primary 1 |

GENERAL LOCATION:

Hayden Island - N Broadway St.

GENERAL DESCRIPTION OF WORK:

Program change

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☐ PREPARATION

☐ ACQUISITION OF RIGHT-OF-WAY
CONSTRUCTION - ADVERTISE FOR RECEIPT
☐ OF BIDS

☒ OTHER (Specify) Program change
See below

☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Swan's letter of 9/8/80 I approve the revised Preliminary Engineering Costs to a TEC of $83,600 Federal Funds $77,090.

(Increase TEC $13,600 Federal Funds $12,540)

| DATE | SIGNATURE OF APPROVING OFFICIAL | TITLE |
|---|---|---|
| 9/10/80 | G. K. Swan | for Division Administrator |

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1975-631-858

Form FHWA 121 (1/80)

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

THE OREGON DIVISION - Salem
UNITED STATES GOVERNMENT

# memorandum

Subject: Oregon Project I-5-6(94)303
Revised Project Category Request
I-5 - N. Broadway Street
Multnomah County

Date: July 14, 1980

From: G. L. Green, Division Administrator

Reply to Attn. of: HPD.2-OR

To: Mr. G. A. Potter, Manager, Environmental Section, OSHD

NOTED
E. S. HUNTER

The subject project category request submitted with your April 25, 1980, letter has been reviewed.

We concur with your finding that the proposed project should be classified as Category 3, Categorical Exclusion.

The proposed standards, design, and other specific details contained in the project category request will be subject to future reviews at the appropriate stage during project development.

Original Signed By
P. V. RIEDL
Environmental Coo
Engineer

G. L. Green

cc:
OSHD (E S Hunter, Tech Svcs)
OSHD (Env, Reg/Metro)

RECEIVED
TECHNICAL SERVICES
JUL 15 '80
REFER TO
Info
Inves
P/D

9162

L. 7

STATE OF OREGON
HIGHWAY DIVISION - ODOT

# INTEROFFICE MEMO

TO: F I L E

DATE: June 24, 1980

FROM: H. S. Coulter
State Highway Engineer

SUBJECT: Footpaths and Bicycle Trails
June 26, 1980 Bid Letting

This is an informational report to document the Highway Division's action taken with regard to establishing footpaths and bicycle trails as set forth in ORS 366.514. Bids will be opened June 26, 1980, on the following projects:

1. Columbia River (Astoria) Bridge
   Oregon Coast Highway
   Clatsop County
   Painting

   Footpaths or bicycle trails are not incorporated in this section as no new highway construction, reconstruction or relocation is involved.

2. Bachelor Rock Production
   Century Drive Highway
   Deschutes County
   Aggregate Crushing

   Same as No. 1.

3. Coast Fork Willamette River Bridge
   Willamette Highway
   Lane County
   Painting

   Same as No. 1.

4. Pacific Highway East @ 'D' Street (Hubbard)
   Marion County
   Traffic Signals

   Same as No. 1.

5. Sandy Boulevard @ 50th and 70th Avenues (Portland)
   Multnomah County
   Traffic Signals

   Same as No. 1.

Contains Recycled Materials

6. Oregon Coast Highway @ 4th Street (Tillamook)
   Tillamook County
   Traffic Signals

   Same as No. 1.

7. Coquille and Myrtle Point Pavement Marking
   City Streets
   Coos County
   Pavement Marking

   Same as No. 1.

8. Libby Drive-Tarheel Creek
   FAS A429
   Coos County
   Paving

   Twenty-four-foot roadway with three-foot aggregate shoulders

   Footpaths and bicycle trails will not be established under this project as per ORS Chapter 366, Section 2, subsection 2(b), which states, "footpaths and trails are not required to be established . . . if the cost of establishing such paths and trails would be excessively disproportionate to the need or probable use."

9. N.W. Dorian Drive-N.W. Verde Drive (Ontario)
   N.W. 4th Avenue
   Malheur County
   Grading and Paving

   Two twelve-foot travel lanes, two ten-foot parking lanes. Four-and-one-half-foot sidewalks being constructed for pedestrian and bicycle traffic.

10. 12th Street S.E.-Ewald Avenue S.E. (Salem)
    Madrona Avenue and Pringle Road
    Marion County
    Grading and Paving

    Six-foot pedestrian-bikeway and extruded curb to be constructed on one side of Madrona Avenue and Pringle Road.

11. Boardman (N. Main Street)
    Morrow County
    Paving

    Eleven-foot travel lanes with ten-foot shoulders available for pedestrian and bicycle use.

Footpaths and bicycle trails will not be established under this project as per ORS Chapter 366, Section 2, subsection 2(c), which states, "footpaths and trails are not required to be established . . . where sparsity of population, other available ways or other factors indicate an absence of any need for such paths and trails."

12. Arterial Street Overlay (Portland)
City Streets
Multnomah County

Same as No. 1.

13. Hayden Island-N.E. Broadway Street (Portland)
Pacific Highway
Multnomah County
Paving and Signals

Interchange Improvement. Six-foot sidewalks for pedestrian and bicycle use to be constructed or revised at Jantzen Beach Interchange. Other locations, same as No. 11.

14. Multnomah County Pavement Marking No. 2
County Roads
Multnomah County
Pavement Marking

Same as No. 1.

15. Troutdale-Sandy River Bridge
Crown Point Highway
Multnomah County
Paving

Twelve-foot travel lanes with a six-foot pedestrian-bikeways on both sides.

16. Catherine Creek (Wilkinson Road) Bridge
County Road
Union County
Structure.

Twenty-seven-foot, six-inch roadway on structure.

Same as No. 11.

17. Walker Road at Cedar Hills Blvd. (Beaverton)
Washington County
Traffic Signals.

Interchange improvement. Existing sidewalks and bikeway being reconstructed in kind.

18. N.E. Columbia Blvd.-N.E. Weidler Street (Unit 3)
Pacific Highway East
Multnomah County
Grading and Paving

Six-foot-six-inch sidewalks to be constructed or existing sidewalks matched. Pedestrian median islands and curb cuts being constructed.

RPS:ge

cc: E. S. Hunter
D. G. Talbot
L. E. George
F. E. Terpin
George Bell
Don Harwell

9162

GENERAL FILES

TRA 16

DATE: June 11, 1980

TO: Glen L. Green, Division Administrator
Federal Highway Administration

FROM:
H. S. Coulter
State Highway Engineer

SUBJECT: Oregon Project IG-5-6(98)303
Hayden Island-N.E. Broadway
Pacific Highway
Refer to: HFO.6-OR

Your letter of June 4, 1980 describes four locations within the Hayden Island-N.E. Broadway Ramp Metering Project IG-5-6(98)303, on the Pacific Highway where programmed vehicle signals are unnecessary.

The locations mentioned in your letter are, admittedly, the most difficult to signalize. The long range effectiveness of the heads may be lost to some extent, however, it is felt that their true value can be realized within the stopping area. The signals can be programmed such that vehicles in the HOV lane will not be subject to signal indications within this critical area. The programmed heads, in conjunction with the HOV lane signing, should greatly reduce the possibility of rear-end accidents that would be prevalent with standard heads.

We feel that the additional cost of the programmed signals are justified on the basis of public safety and request your approval of their use throughout the project.

WRZ:ds dc

bc: L. E. George

9162

Form FHWA 121 (6/79)

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

THE OREGON DIVISION - Salem
UNITED STATES GOVERNMENT

# memorandum

Subject: Oregon Project IG-5-6(98)303
Hayden Island-N.E. Broadway
Pacific Highway

Date: June 4, 1980

From: G. L. Green, Division Administrator

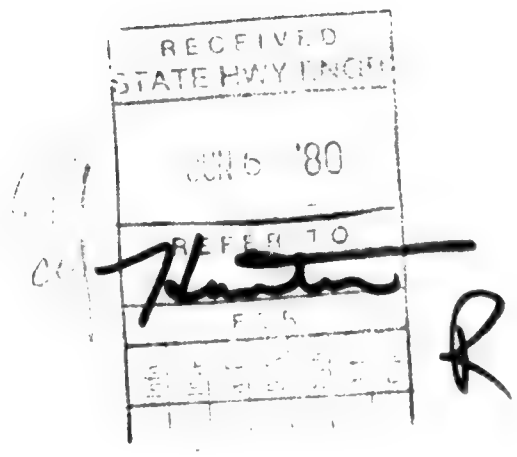
Reply to Attn. of: HFO.6-OR

To: Mr. H. S. Coulter, State Highway Engineer, ODOT
Attn: Mr. L. E. George, Traffic Engineer

In reviewing PS&E documents for this project it is noted that optically programmed signal heads are used in all locations. Because of ramp alignment, the advantage of programmed heads is lost at four locations (Going St. N.B., Lombard S.B., Hayden Island N.B., and Swift N.B.). Because of the high cost of programmed heads, it would seem prudent to use standard signals at these locations. Please review these installations for potential cost savings.

G. L. Green

cc:
OSHD (L E George)



U. S. DEPARTMENT OF TRANSPORTATION · FEDERAL HIGHWAY ADMINISTRATION

**LETTER OF AP JVAL AND/OR AUTHO ~~IZATION~~**

FEDERAL AID PROJECT NO.: IG-5-6(98)303

STATE PROJECT NO.: See below

FROM: G. L. Green, Division Administrator, Salem, Oregon

PROGRAM NO.:

ITEM NO.: 90289

COUNTY NAME: Multnomah

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

TO:

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

RECEIVED
STATE HWY ENGR
JUN 11 '80
REFER TO
FOR
Info | Invest | R/D | D/R | Sign | Act | File

| DATE PS&E APPROVED | DATE AUTHORIZATION EFFECTIVE | FEDERAL ROUTE NUMBER | STATE ROUTE NUMBER |
|---|---|---|---|
| 5-29-80 | 5-30-80 | Interstate 5 | Primary 1 |

GENERAL LOCATION:

Hayden Island - NE. Broadway Street (Portland)

GENERAL DESCRIPTION OF WORK:

Program Change

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

- ☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
- ☐ PRELIMINARY ENGINEERING FOR SURVEY AND PLAN PREPARATION
- ☒ OTHER (*Specify*) See below
- ☐ ACQUISITION OF RIGHT-OF-WAY
- ☐ CONSTRUCTION - ADVERTISE FOR RECEIPT OF BIDS
- ☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

As requested by Mr. Swan's May 30, 1980 request, I approve the program change as follows:

1. Change appropriation code to 043.
2. Change project number to IG-5-6(98)303
4. Change project cost to $839,606 (100% Federal Funding)

| DATE | SIGNATURE OF APPROVING OFFICIAL | TITLE |
|---|---|---|
| 5-30-80 | | for Division Administrator |

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1970—721-818

# ENVIRONMENTAL REVIEW CHECKLIST

ALL CLEAR 5/28/80
Donald L. Bouth

June 26, 1980 Bid Letting _____ All Clear Deadline

SECTION Hayden Island-NE Broadway
Highway Pacific
County Multnomah Region I
Type of Work Ramp Metering Funds FAI
State ___ Consultant ___ Plans Avail. ___Yes ___No

| | Not Required | Required | Mitigation Required | Mitigation/Plans | ALL CLEAR |
|---|---|---|---|---|---|
| **DOCUMENTS:** | | | | | |
| EIS | X | | | | |
| Negative Declaration | X | | | | |
| Project Assessment | | X | | X | |
| Write-off Letter | X | | | | |
| **PERMITS:** | | | | | |
| Division of State Lands | X | | | | |
| D.O.G.M.I. | X | | | | |
| Corps of Engineers | X | | | | |
| Coast Guard | X | | | | |
| Co. Conditional Use | X | | | | |
| NPS Air Pollution | X | | | | |
| NPS Water Pollution | X | | | | |
| **CULTURAL:** | | | | | |
| Cultural Survey | X | | | | |
| Cultural Salvage | X | | | | |
| **NOISE:** | | | | | |
| Noise Study | | X | | | |

STATE OF OREGON
Department of Transportation
Metropolitan Branch

INTEROFFICE MEMO
Telephone: 238-7502
Date: May 5, 1980

File No: 626-1913

TO: JACK SULLIVAN
Specifications Engineer

FROM: TOM SCHWAB
Trans. Analysis Engineer

SUBJECT: Lane Closures
Hayden island-N.E. Broadway
I-5 Ramp Metering

Attached are the recommendations for lane closure on the on-ramps to I-5 and I-5 proper for the subject project as requested. The attached table shows the time of day when lane closure may occur with least disruption to traffic. It is recommended that all loop installations on the mainline take place on weekends. The suggested hours could be adjusted slightly depending upon the specific location and month of the year.

Also attached are suggested detour routes and signing which may be of help for the traffic control effort.

If you need additional information please let me know.

pq

Attachment

cc Duane Christensen

REFERRED TO
Board ____ Stoudenmeyer ____
Cole ____ Nash ____
Eriksen ____ Watson ____
Heger ____ Dorn ____ Lee ____
Return Discuss Do File Copy Due
BY FINAL DESIGN ENGINEER

# POSSIBLE WORK HOURS ON VARIOUS RAMPS FOR I-5 RAMP METERING PROJECT

| RAMP | |
|---|---|
| 1. Broadway NB | Sunday 5 AM - 10 AM |
| 2. Going St. NB | Weekdays 5 AM - 1 PM |
| 3. Alberta St. NB | Weekdays 5 AM - Dark |
| 4. Portland Blvd. NB | Weekdays 5 AM - Dark |
| 5. Delta Park NB | Weekdays 5 AM - 4 PM |
| 6. Denver Ave. NB | Weekdays 5 AM - 3 PM |
| 7. Union Ave. NB | Sat 5 AM - 10 AM, Sun. 5 AM - 11 AM |
| 8. Swift Ave. NB | Sat. or Sun. - 5 AM - Dark |
| 9. Hayden Island NB | Weekday - 5 AM - 11 AM |
| 10. Hayden Island SB | Weekday - 5 AM - Noon |
| 11. Union/Swift SB | Sunday - 5 AM - 11 AM |
| 12. Columbia Blvd. SB | Sat or Sun 5 AM - Dark |
| 13. Lombard WB to SB | Sat or Sun 5 AM - Noon |
| 14. Lombard EB to SB | Sat 5 AM - 10 AM or Sun 5 AM - 11 AM |
| 15. Portland Blvd. SB | Sat or Sun 5 AM - Noon |
| 16. Alberta SB | Sat 5 AM - Noon, Sun 5 AM - Dark |

Note: Any weekday work could also be done on a weekend.

Mainline loop installation should be restricted to weekends, Saturday, dawn to 10 AM. Ending hours could possibly be adjusted slightly depending upon location and month of year.

STATE OF OREGON
ROAD DESIGN SECTION

# INTEROFFICE MEMO

TO: Tom Schwab
Transportation Analysis Engineer
Metro

DATE: April 16, 1980

FROM: Jack Sullivan
Specifications Engineer

SUBJECT: Hayden Island-N.E. Broadway St.
I-5 Ramp Metering

As discussed with you by phone on April 16th, please provide us with traffic data and recommendations for lane closures on I-5 and on-ramps affected by this project. The Special Provisions will provide information to prospective bidders stating when lane closures may be permitted.

This project is presently scheduled for a June 26, 1980, bid opening. It is proposed to advertise this project three weeks prior to bid opening. Thus we would need the data by May 26.

TB/db

cc: Hal Versteeg
Duane O. Christensen

Contains
Recycled
Materials
91-125-1387

ROAD DESIGN SECTION

E. L. Hardt
Region 1 Engineer

April 16, 1980

ORIGINAL SIGNED
DUANE O. CHRISTENSEN

Duane O. Christensen
Final Design Engineer

Temporary Protection and Direction of Traffic
Hayden Island-N.E. Broadway St. (Portland) Sec.
Pacific Highway
Multnomah County

Attached find three sets of plan sheets and special provisions of the specifications for the proposed temporary protective measures on the above named project. It is our intention that they be reviewed by your staff and the Resident Engineer in the same manner as project preliminary plans and we welcome any comments for improvement.

We have also learned that additional work at the Jantzen Beach Interchange involving channelization and traffic signals is also being added to this project. We have not, as yet, completed this additional work.

We are planning to submit, in the future, to the proper field personnel plans and special provisions for the temporary protection in this manner for projects that they are completed on too late to be included in the preliminary plan distribution. Do you have any comments on this procedure?

WGB/db

Attachments

cc: F. Eriksen
W. G. Beard

✓
Versteeg
Anderson
Christensen
Olsen
Sullivan
Terpin

RECEIVED
APR 17 1980
ROAD DESIGN SECTION

Form FHWA 121 (6/79)

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

THE OREGON DIVISION - SALEM
UNITED STATES GOVERNMENT

# memorandum

Subject: Oregon Project I-5-6(94)303
Hayden Is - Broadway Br Sec, Pac Hwy
Ramp Metering
(Mr. Moehring's ltr, 4-7-80, TRA)

Date: April 15, 1980

From: G. L. Green, Division Administrator

Reply to Attn. of: HFO.6-OR

To: Mr. H. S. Coulter, State Highway Engineer

I agree that it is in the best interest of the public to implement this project as soon as possible. You may proceed with purchase of control equipment to be furnished as State-supplied materials. Reimbursement with Federal funds will be made at the time of installation.

G. L. Green

cc:
OSHD (Mr Moehring, Proj Mgmt)
OSHD (Mr Swan, Proj Mgmt)

VICTOR ATIYEH
GOVERNOR

# Department of Transportation
## HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

April 7, 1980

In Reply Refer to
File No.: TRA

TO: G. L. Green, Division Administrator
Federal Highway Administration

FROM: D. H. Moehring
Assistant State Highway Engineer

NOTED
E. S. HUNTER

SUBJECT: Ramp Metering Project
Interstate 5 between Hayden Island
and Broadway Bridge

We are planning on receiving bids for the ramp metering project on Interstate 5 between Hayden Island and the Broadway Bridge on June 26, 1980 and completion of the project is scheduled for November 1980.

The current delivery time for control equipment will not allow completion of the project in the time available. We, therefore, request permission to purchase the control equipment as soon as possible with State funds and be reimbursed from project funds when the equipment is installed. The estimated cost of the control equipment is $201,000.

This method of acquisition is in the public interest. Advance ordering of equipment will allow earlier implementation of the ramp metering. This will improve traffic operations, reduce congestion, and realize an energy saving earlier than a contractor-furnished equipment contract. Also, by taking early delivery on the units, adequate time will be available for testing before installation in the field.

WRZ:jrb;pf

bcc: E. S. Hunter
R. N. Bothman
L. E. George
T. H. Schwab
Robert Judson

RECEIVED
TECHNICAL SERVICES
APR 8'80
REFER TO
FOR
Info | Engr | R/D | S/R | Mgr. | Act | File

Form 734-3122

THE SECRETARY OF TRANSPORTATION
WASHINGTON, D.C. 20590

APR 7 1980

RECEIVED
STATE HWY ENGR
APR 16 '80
REFER TO
FOR

Ms. Connie Kearney
Chairman, Regional Planning
Council of Clark County
P. O. Box 5000
Vancouver, Washington 98663

Dear Connie:

It is always good to get back to the Northwest and see old friends. The concerns you raise are important local matters, but I can offer very little in the way of solutions at this time.

I have checked on the difficulties of the Slough Bridge improvements that you mention only to find that the Oregon State Transportation Commission is using its prerogatives to determine its top Interstate priorities, that is, the remaining unfinished sections of I-205 in Portland and I-82 in eastern Oregon. Unfortunately, this work will use the State's annual apportionment through fiscal year 1983. My authority does not permit me to interfere with the State's right to designate the priority of projects.

The ramp metering system is scheduled to be completed in about a year. It has been used quite successfully by other States to alleviate some of the traffic congestion, and perhaps it will ease the situation at the Slough Bridge. In the meantime, the Oregon Department of Transportation is progressing with design of the Slough Bridge section.

I can only urge you to continue your efforts through meetings with the Oregon Transportation Commission and Vancouver officials to ensure a timely completion of the I-5 projects. A significant reduction in peak hour congestion on the I-5 bridge can be accomplished through expanded transit service, increased ridesharing, and the continued development of an industrial base in Vancouver. Recent figures from Metro in Portland suggest that the commuter shift to Clark County jobs by county residents is beginning.

Thank you for your letter, and if I can be of further assistance, please let me know.

Sincerely,

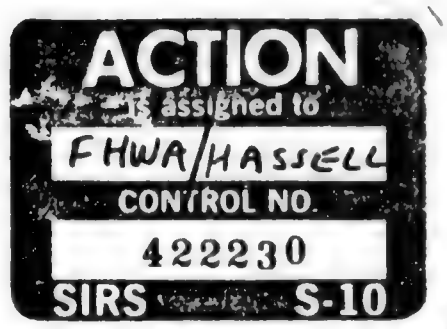
Neil Goldschmidt

ONAL PLANNING COUNCIL
OF CLARK COUNTY

1408 Franklin St. p.o. box 5000
Vancouver, Wash. 98663
phone 1 206 699-2361

Executive Director
Richard T. Howsley

U.S. DEPT. OF TRANSPORTATION
1980 MAR 12 AM 10: 54




March 6, 1980

The Honorable Neil Goldschmidt
Secretary of Transportation
400 7th Street N. W.
Washington, D. C. 20590

Dear Neil:

It was a pleasure to see you again during your recent visit to Vancouver. As I mentioned to you at the February 22nd breakfast, we are gravely concerned over the Oregon Department of Transportation (ODOT) move to slip the timetable of Slough Bridge improvements. These improvements, in tandem with the ramp metering project, are essential to solving the worst bottleneck on the I-5 system.

As you know, we have been through many years of arduous effort to get to the point of actually implementing I-5 projects. The Washington Department of Transportation will have spent $150 million in the immediate two years (1979-80) on interchange improvements to match the committed work that must be done by ODOT.

We will continue meeting with Oregon Transportation Commission, its staff and other Oregon officials to ensure timely completion of all committed projects. We would like your assistance and support in this endeavor.

Sincerely,

Connie

Connie Kearney, Chairman
Regional Planning Council

CK:RH:my
cc: Michael Steward, Admin. Asst., Sen. Magnuson
Denny Miller, Admin. Asst., Sen. Jackson
Representative Mike McCormack
Mayor Connie McCready, City of Portland
Don Clark, Multnomah County Executive

ARTICIPATING AGENCIES clark county / city of vancouver / city of camas / city of washougal / town of ridgefield / city of ttle ground / town of la center / town of yacolt / vancouver school district / evergreen school district / battle ground school strict / clark county public utility district / vancouver housing authority / central labor council / port of vancouver / clark county wer district no. 1 / clark soil and water conservation district / port of camas-washougal

VICTOR ATIYEH
GOVERNOR

# Oregon Transportation Commission

OFFICE OF ANTHONY YTURRI, 89 S.W. THIRD AVENUE, ONTARIO, OREGON 97914

March 31, 1980

In Reply Refer To
File No.:

Ms. Julia Butler Hansen, Chairman
Washington Transportation Commission
Highway Administration Building
Olympia, Washington 98504

Dear Ms. Hansen:

Thank you for your letter expressing concern for Oregon's part in improving I-5 south of the Interstate Bridge.

Our priorities for doing work on the Interstate System are a continuing matter of concern to us. Our annual apportionment has been reduced to about $40 million which doesn't allow us to advance projects as soon as we would like. We have determined that we must concentrate on our uncompleted segments so that traffic can use them. Therefore, I-205 and I-82 will use most of our interstate funds through fiscal 1983. Both of these routes are connected with work that you have underway in the State of Washington.

Later this year, we plan to build a ramp metering project between Hayden Island and N.E. Broadway Street. This should help us to get the maximum use from this section.

We will continue our project development work so that we can take advantage of interstate discretionary funds if they are available. However, as you know, this may not happen due to the budget restrictions now being considered in Washington, D.C.

I appreciate your concern and regret that we cannot plan for construction at an earlier date.

Very truly yours,

Anthony Yturri
Chairman

DES:pf jv

bc: F. B. Klaboe
H. S. Coulter
D. H. Moehring
R. N. Bothman

NOTED
F. B. KLABOE

STATE OF
WASHINGTON

Dixy Lee Ray
*Governor*

# TRANSPORTATION COMMISSION

Highway Administration Building, Olympia, Washington 98504 206/753-6170

March 3, 1980

Mr. Anthony Yturri, Chairman
Oregon Transportation Commission
c/o Yturri, Rose & Burnham
89 S. W. 3rd
Ontario, OR 97914

Dear Mr. Yturri:

The Washington Transportation Commission was recently advised of the delay in the start of construction for improvements on Interstate 5 south of the Interstate Bridge.

I would like to express our concern for this delay and request that you review all funding possibilities with the hope that construction could begin in 1982. As you know we have made a commitment to complete the reconstruction of the Vancouver Freeway in order to improve the traffic condition on Interstate 5. It is vital that corresponding improvements be made through the Hayden Island area.

We recognize the difficulty in funding all needed projects; however, the Interstate 5 corridor has been identified as the highest priority needed and anything that could be done to expedite the improvement would be appreciated.

Very truly yours,

Julia Butler Hansen

JULIA BUTLER HANSEN
Chairman

JBH:dc

All My best personal regards

RECEIVED
MAR 25 '80
REFER TO
FOR
Info Insp R/W Dir Sec Pct Fhb

RECEIVED
DOT DIRECTOR
MAR 25 '80
REFER TO
OR
Info Insp R/W Dir Sec Pct Fhb

March 28, 1980

City of Portland
City Hall
Portland, OR 97204

AGR 4

Attention: George Yerkovich
City Auditor

MISC. CONTRACTS and
AGREEMENTS No. 7165

Gentlemen:

Attached for your records are two fully executed copies of an agreement covering the design, installation, operation and maintenance of a ramp metering system along I-5 from the Marquam Bridge to the Columbia River.

We have retained a fully executed copy of this agreement for the Transportation Commission's files.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

dmc

Att.

bc: Don Harwell (conf. agree. att.)

THE CITY OF PORTLAND OREGON

.MA PDM PDE TSE SPC
ODOT - METRO
FEB 29 1980
AM PPS FILE: T/A

OFFICE OF
CITY AUDITOR
GEORGE YERKOVICH
CITY AUDITOR

1220 S.W. FIFTH AVE.
PORTLAND, OR. 97204

February 26, 1980

R. N. Bothman, Metropolitan Engineer
Oregon State Dept. of Transportation
Highway Division
5821 N. E. Glisan
Portland, Oregon 97213

Attention: Jon Rose, Regional Federal Aid Engr.

Dear Mr. Bothman:

Enclosed are quadruplicate copies of agreement for implementation and enforcement of metering on ramps on I-5 from the Broadway entrance to the Marine Drive entrance as authorized by Ordinance No. 149147.

Will you please have the proper persons sign all four copies of the agreement which have already been executed by the City of Portland and return two copies to the Auditor, Room 202, City Hall, Portland, 97204.

Your prompt attention to this matter will be appreciated.

Yours very truly,

George Yerkovich

dlh
MS:dlh
Encls.

PROJECT MANAGEMENT BRANCH
ASHE ☐ STE
PLE PE DR
REFERRED TO
FOR
FILE: PM FA LG.

From Metro JON ROSE | Date 2/29/80

To BUZ SWAN

(Program Mgmt.) Traffic Region 1

Comments: Here are 4 copies of the subject agreement, signed by City officials and approved by the Metro Administrator. Please forward for processing

Jon Rose

STATE OF OREGON

INTEROFFICE MEMO

ODOT - METRO
DEPT.

238-8250
TELEPHONE

TO: BUZ SWAN
Project Management

DATE: September 13, 1979

FROM: JON ROSE
Federal Aid Specialist

SUBJECT: Agreement Preparation I-5 Ramp Metering
City of Portland

Metro proposes to cooperate with the City of Portland in developing a ramp metering system on I-5 and would like an agreement prepared to set forth State and City responsibilities. The attached outline and comments are for your information.

A simple letter-form agreement would seem sufficient since the City is not contributing money to the project. The agreement should confirm the City's recognition that the project is a part of an overall effort to improve transportation operation in the I-5 corridor. In simplest terms, the State will develop, operate and maintain the project and pay the local share of the cost and the City recognizes the benefits to motorists on the city street system as well as on the freeway. Recognizing these benefits, the City will actively support the project and assist in coordinating local street operation with the freeway operation.

The City and State will cooperatively work together to develop and operate the project to provide maximum benefit for all motorists.

po

S

Mainor

# AGREEMENT OUTLINE

## I-5 RAMP METERING -- TSM PROJECT

August 29, '79

Recitals

A project to improve local access by providing a connection to I-5 from Greeley Avenue will affect traffic within the I-5 corridor. The state and city recognize the need to relieve congestion, reduce travel time, decrease air pollution and improve operation of the freeway and nearby city streets and to this end propose a project to install ramp metering equipment and construct necessary ramp modifications at freeway entrances between the Marquam Bridge and the Columbia River.

Things to be done by the state:

1. Perform preliminary and construction engineering including signal design for the project.
2. Maintain and operate the ramp metering system.
3. Arrange for enforcement.
4. Pay local match for work performed on the Interstate System.
5. Consult with city prior to initiating or revising the operation of the ramp metering system.

Things to be done by the city:

1. Advise state, particularly during the preliminary engineering phase, of possible effects on the city street system.
2. During operation, advise the state of any adjustments required to the ramp metering system which will improve overall efficiency.

General Provisions:

1. Both parties shall actively cooperate in operation, adjustment, and enforcement of the ramp metering system to ensure maximum benefit to users of both the city streets and the freeway system.

March 20, 1980

Mr. John Gervais
Government Relations Director
National Electrical Contractors Association
The Equitable Center, Suite 202
530 Center Street N.E.
Salem, OR 97301

Dear Mr. Gervais:

As a result of various meetings over the past year with the National Electrical Contractors Association, we know and understand your organization's thoughts on the State stockpiling traffic signal equipment and the use of State supplied equipment on contract signal projects.

As you know, we have been and will continue to work with your association in this area and still try to provide timely signal installations. Occasionally, it will be in the public interest to utilize State supplied equipment on a contract project.

Such a project will be ready for bidding in June of this year. It is a ramp metering project involving 10 controllers with allied equipment that will be used on Interstate 5 between Hayden Island and N.E. Broadway. Advance ordering of this equipment will allow the earliest possible implementation of the ramp metering concept. Metering of the various critical ramps to permit a selective entrance of vehicles onto the freeway will improve traffic operation, reduce congestion and reduce gasoline consumption on this section of Interstate 5.

We believe that it is important to place the ramp metering system in operation as rapidly as possible. It was felt that you should know as early as possible that the project, when advertised for bids, will stipulate the usage of approximately $185,000 of State supplied control equipment.

Your understanding and cooperation is appreciated.

Sincerely,

H. S. Coulter
State Highway Engineer

LEG:ds jh
bc: R. N. Bothman
E. S. Hunter
L. E. George
E. L. Hardt

STATE OF OREGON
Department of Transportation
Metropolitan Branch

IN-OFFICE MEMO
Telephone: 238-8226
Date: March 7, 1980

TO: L. E. George
Traffic Engineer

File No: 626-1913

FROM: D. R. Adams
Project Development Manager

SUBJECT: Ramp Meter I-5 North Project
Controller Units

NOTED
E. S. HUNTER

The I-5 North ramp metering project is on schedule for a June 1980 contract letting. The number and type of signal controller units to be used on the project have been identified.

In order to keep the project on schedule for a November 1980 opening, I am requesting a contract be let to purchase the controller units as soon as possible. Because of the number of units required (16 total), and the possibility of delay in obtaining these from the manufacturer, it is important to initiate the order as soon as possible to insure they will be available when needed. Also, by taking early delivery on the units, adequate time will be available for testing before installation in the field.

This method of acquisition is in the public interest. Advance ordering of equipment will allow earlier implementation of the ramp metering. This will improve traffic operations, reduce congestion, and realize an energy saving earlier than a contractor furnished equipment contract. A competitive bid contract for the equipment is in order, and has been discussed with Ernie Valach, FHWA. Mr. Valach advises that a "pre-agreement" would be needed, which would reflect a finding in the public interest.

The most expeditious means to achieve this early equipment contract appears to be to buy it under contract with state funds, with FHWA reimbursement upon delivery to the contract. It's possible, if the timing works out, that the reimbursement in this case, would take no longer than for a normal contract.

Please proceed with the advance purchase of the 16 signal controllers for this project.

DRA:PE

Bud George

APPROVED
E. S. Hunter
Date 3-14-80

cc: E. S. Hunter
R. N. Bothman
T. H. Schwab

RECEIVED
MAR 17 1980
TRAFFIC ENGINEERING

RECEIVED
TECHNICAL SERVICES
MAR 11'80
REFER TO
FOR
Info | Invest | R/D | D/R | Sign | Act | File

L. E. GEORGE

U. S. DEPARTMENT OF TRANSPORTATION — FEDERAL HIGHWAY ADMINISTRATION

# LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO. I-5-6(94)303

STATE PROJECT NO. See below

FROM: G. L. Green, Division Administrator
Salem, Oregon

PROGRAM NO.

ITEM NO. 90289

COUNTY NAME Multnomah

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

TO:

Mr. H. S. Coulter
State Highway Engineer, ODOT
Salem, Oregon

RECEIVED
STATE HWY ENGR
SEP 6 '79
REFER TO
FOR
Info | Init. | R/D | D/R | Sgn | Act | File

| DATE PS&E APPROVED | DATE AUTHORIZATION EFFECTIVE | FEDERAL ROUTE NUMBER | STATE ROUTE NUMBER |
|---|---|---|---|
| | 9-4-79 | Interstate 5 | Primary 1 |

GENERAL LOCATION:

Hayden Island - N. Broadway Street Section

GENERAL DESCRIPTION OF WORK:

Preliminary Engineering

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☒ PREPARATION including utility preparatory work
☐ OTHER (Specify)

☐ ACQUISITION OF RIGHT-OF-WAY
CONSTRUCTION - ADVERTISE FOR RECEIPT
☐ OF BIDS
☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

As requested by Mr. D. E. Swan's PEA dated August 17, 1979, you are authorized to proceed with the work as shown above for a TEC of $70,000 with Federal participation limited to $64,550.

| DATE | SIGNATURE OF APPROVING OFFICIAL | TITLE |
|---|---|---|
| 9-4-79 | D. K. Hoonner | for Division Administrator |

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1978—721-918

U. S. DEPARTMENT OF TRANSPORTATION — FEDERAL HIGHWAY ADMINISTRATION

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FEDERAL AID PROJECT NO. I-5-6(94)303

STATE PROJECT NO. See below

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Salem, Oregon

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State Highway Engineer, ODOT
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RECEIVED
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STATE OF OREGON

INTEROFFICE MEMO

NOTED
H. S. COULTER

ODOT METRO — DEPT.

238-8226 — TELEPHONE

TO: DISTRIBUTION

DATE: June 7, 1979

FROM: R. N. BOTHMAN
Administrator

SUBJECT: I-5 TSM Ramp Metering Project

The attached report recently produced by the California Department of Transportation summarizes very well the results of ramp metering in California.

The report based on ten years' experience with ramp metering projects totaling 381 installations on freeway ramps is very supportive of this technique in reducing congestion on freeways with no increased congestion on local city streets.

It certainly supports the concept that we hope to implement on I-5 in Portland in the next year or so.

The report also provides a good, brief theory of ramp metering.

RNB:ke

Distribution:

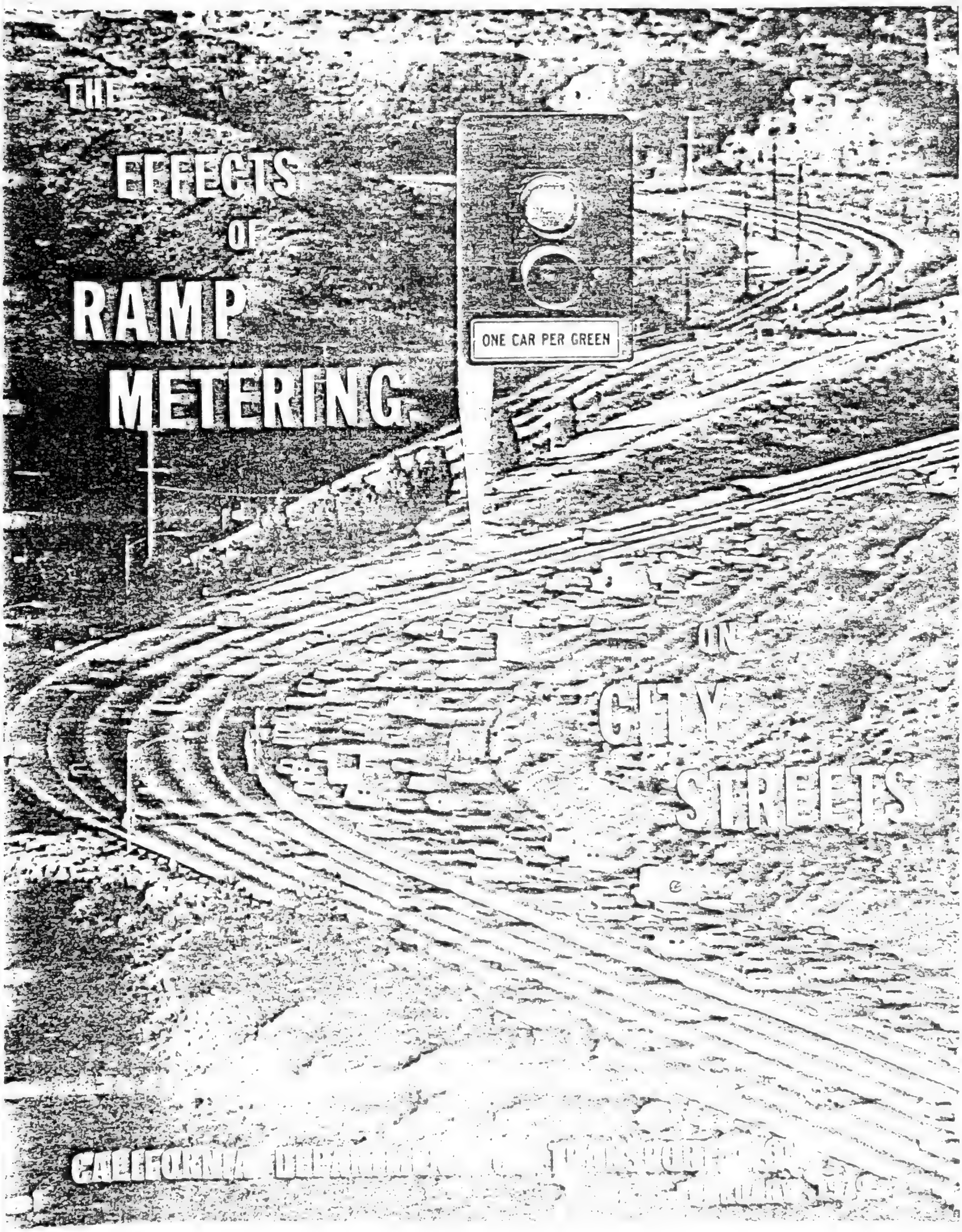
D. R. Adams
T. A. Spence
R. A. Sandmann
M. J. Klotz
G. W. Kaiser
K. D. Limbocker
T. H. Schwab

cc: F. B. Klaboe
H. S. Coulter
E. S. Hunter

Attachment

RECEIVED
STATE HWY ENGR
JUN 11 '79
REFER TO
FOR
Info | Invest | R/D | D.R | Sign | Act | File

# THE EFFECTS OF RAMP METERING ON CITY STREETS




CALIFORNIA DEPARTMENT OF TRANSPORTATION

# THE EFFECTS OF RAMP METERING
# ON CITY STREETS


Report Preparation Committee

Salem Spitz, City of Long Beach
Gerald W. Skiles, City of Los Angeles
Tom F. Shreve, City of Santa Clara
Paul H. Fowler, Auto Club of Southern California
James G. Bell, Caltrans - District 07
Leonard Newman, Caltrans - District 04



California Department of Transportation
March, 1979

# THE EFFECTS OF RAMP METERING ON CITY STREETS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California Department of Transportation
March, 1979

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STATE OF CALIFORNIA—BUSINESS AND TRANSPORTATION AGENCY EDMUND G. BROWN JR., Governor

DEPARTMENT OF TRANSPORTATION
OFFICE OF DIRECTOR
1120 N STREET
SACRAMENTO, CALIFORNIA 95814
(916) 445-2201

March 23, 1979

Honorable Darryl R. White
Secretary of the Senate
State Capitol
Sacramento, CA 95814

Honorable James D. Driscoll
Chief Clerk of the Assembly
State Capitol
Sacramento, CA 95814

Gentlemen:

Submitted herewith are two copies of the report entitled, "The Effects of Ramp Metering on City Streets" prepared in conformance with Budget Line Item 151-2 for the 1978/79 Fiscal Year. Item 151-2 directs the Department of Transportation to study the impact of Ramp Metering and other traffic diversion devises, on local road costs.

Only ramp metering is addressed in this report since no other devices which divert traffic are used on freeways.

Ramp metering has been operating in the Los Angeles area for ten years, has expanded to the San Francisco and San Diego areas in recent years, and is planned for the Sacramento area. This report presents the results of an analysis of several projects in the three metropolitan areas where ramp meters are now operating.

Due to the subject matter of this report, a representative committee of traffic engineers from three major California cities, two Caltrans Districts and the Automobile Club of Southern California was formed to direct the preparation of this report.

The report is organized in four sections. The first section is an executive summary outlining the results of the report. The second section discusses ramp metering in more detail including a statement of the problem to be solved and an explanation of how ramp metering is used to mitigate the problem. Section three provides a summary of current ramp metering operations and analyses the effect on city streets of fourteen projects in the three metropolitan area studied. A more detailed analysis of one project where there is comprehensive city street data available is also included in this section.

Finally, there is an Appendix containing a detailed explanation of ramp control theory.

Sincerely,

Adriana Gianturco

ADRIANA GIANTURCO
Director of Transportation

## II. INTRODUCTION

### A. The Role of Ramp Metering

Ramp metering has for ten years been a vital tool in the effort to maximize the efficiency of the urban transportation facilities for vehicular traffic and to minimize the total delay to the traveling public during the hours of peak traffic congestion.

The expansion of this method of managing traffic in the urban areas of California and provision of bypass lanes for carpools and buses at some metered ramps seems to be among the more effective methods of dealing with the congestion, environmental, energy, and diminishing resources problems of the day.

### B. The Importance of This Study

An understanding of ramp control and its value by decision makers is essential if engineers and planners are to continue to cope with the problems of urban mobility. Because of the need for widespread acceptability of this report a representative committee of traffic engineers from three major California cities, two Caltrans Districts, and the Automobile Club of Southern California were formed to direct the preparation of this report. The duties of this committee included study design, methods of reporting findings, review of the staff work, and approval of the findings.

The committee has joined in this cooperative venture because they have experienced ramp metering in their cities and feel strongly about the positive role of ramp metering in managing our existing transportation system. They also believe it is important that decision makers understand the interplay between freeway traffic and city street traffic in maximizing the efficiency of a transportation corridor.

### C. Traffic Diversion

In most cases where there is congestion on an unmetered freeway, there is a substantial amount of diversion of potential freeway traffic to city streets. Much of this diversion has been documented by origin and destination surveys of freeway ramp users taken before ramp metering projects were implemented. The reason for this diversion from the desired route was almost always to avoid freeway congestion.

## I. EXECUTIVE SUMMARY

Based on ten years of experience with ramp metering projects and a detailed analysis of 154 of the 381 existing metered ramps in California, it is concluded that ramp metering has a minimum impact on local streets.

Ramp metering is also beneficial to total corridor traffic flow, including both the freeway and paralleling local streets. Side effects on city streets that are not correctable by traffic engineering techniques are not significant. The cost of initial modification to the city streets and adjustments or changes on an on-going basis is borne by the California Department of Transportation.

It was found that cost to the city for a decrease in the life of city street pavement cannot be calculated because of the small diversion to city streets and the short period of time it occurs. In the worst case measured in this report, the net increase in the daily traffic was less than 1%. Payment for decreased pavement life for such small changes cannot be justified as the effect of such changes is virtually immeasureable.

Increases or decreases in enforcement costs, and costs from accidents, are also too small to calculate meaningfully.

As a matter of policy, Caltrans establishes a cooperative agreement with cities where ramp meters are to be installed, reimbursing costs to the city stemming from the installation of ramp meters, including modification of city traffic signals, signing, and striping. The cooperative agreement procedure to reimburse cities for actual costs incurred relative to ramp metering in their city has been adequate.

While the major emphasis of the report is directed toward the effect ramp metering has on city street traffic flow and consequently, city street operating costs, the committee believes that a brief description of the operating concepts of ramp metering is essential if the city street aspect is to be understood.

D. Brief Theory of Ramp Metering

(See Appendix for a more detailed explanation of ramp metering)

The theory of ramp metering is to provide the most efficient use of the existing capacity of a transportation corridor with the minimum amount of delay to all motorists wanting to use that corridor.

Simply stated ramp meters are installed to better manage the waiting time that is inevitable for some vehicles when more traffic wants to use a facility than that facility can accommodate. There is a similarity to the modern method used in banks when at certain times of the day tellers cannot serve the patrons at the same rate that they enter the bank. Banks have used the single waiting line concept with great success becuase it allows a fair and orderly distribution of waiting time. While it is obvious to the bank patrons that it is more orderly and fair becuase the total operation can be seen, unfortunately it is not always so obvious to the users of a freeway ramp. This is sometimes the case when a driver who has to make an adjustment in his or her trip because of a ramp meter believes that there has been unnecessary delay.

A system of ramp meters programmed to equitably distribute vehicles to the available space in the freeway corridor will not eliminate all delay but it will decrease the total time that people will be delayed. This is done by the redistribution of vehicles in the travel corridor to their best route of travel.

There are situations where the wait at an on-ramp, required to maintain freeflow conditions on the freeway, would overflow available storage space and cause city street problems. If this cannot be relieved by adding capacity to the freeway then some of the efficiency on the freeway would have to be sacrificed (by increasing the meter rates beyond the point that would allow free flow) in order to maintain the integrity of the city street system.

## E. Summary of Report Results

Eleven of the fourteen projects analyzed are in the Los Angeles area, with one from San Diego and two from San Francisco. These projects contain a total of 154 metered on-ramps along 130 directional miles of freeway.

In general ramp metering has no significant adverse impact on city streets. In cases where freeway capacity was added with the project to eliminate "bottleneck" areas, the city street traffic operation has actually improved. This is due to a more efficient use of the freeway corridor causing less diversion to city streets than existed before the metering was implemented.

Where there was no freeway capacity added with the project some traffic diversion was observed on some projects. The average additional volume on city streets was not usually large enough to cause measurable changes in the operation of these streets. When there were measurable changes, the maximum increase in travel times on city streets during the peak hour was found to be in the 10% to 15% range. Decreases in the same range were also measured. The maximum volume increase on city streets was found to cause less than a 1% increase in the daily traffic.

Most operational problems caused by ramp meters "backing-up" cars onto the city streets are observed during the first few days of metering. They are usually solved during the adjustment period by the shifting of users travel routes to a more efficient use of the freeway corridor. Some problems with city streets interference are eliminated by adjusting the metering rates at several ramps to better fit the changing traffic patterns.

Currently, there are 27 out of the 381 existing metered ramps where a back-up onto a city street is of some concern. Measures are under way at all of these locations to minimize these problems.

The enforcement of the meter system is handled by the California Highway Patrol (C.H.P.). A study is now underway to assess the future needs of the C.H.P. due to the expanding ramp meter system. Some help from local enforcement agencies has been received in specialized situations. The most common of these is during the initial few weeks of operation. Other instances are during the initial period of the prohibition of a turning movement from the city street to a freeway ramp. Because of the limited

duration of local enforcement manpower needed for ramp meter related duties, there is no knowledge of any additional enforcement personnel being hired.

While substantial reductions of congestion related accident rates (up to 50%) have been documented on the freeway due to the implementation of ramp metering, there has been no apparent increase in accident rates on city streets.

## III. ANALYSIS OF RAMP METERING ON CITY STREETS

### A. Overview of Current Operation

There are 338 ramps in the Los Angeles area, 14 ramps in the San Diego area and 29 ramps in the San Francisco area.

All 381 ramps were studied for ramp delay and effects of ramp back-up on city streets. Forty percent of the metered ramps are covered in evaluation reports which describe diversion of traffic to city streets and benefits of metering.

All ramps are continuously monitored to provide efficient operation. Periodic traffic studies are made which include counting the ramp volume and recording length of queue. As each project was implemented, any ramp which had traffic backed onto the city street was given special attention and if there were problems resulting from such interference with non-freeway traffic, measures were taken to mitigate these problems. Measures included special signing and striping, additional space for storage, changes in metering rates and prohibition of some turning movements at ramp entrances. Ramp queues that don't interfere with non-freeway traffic are not considered problem locations.

Table 1 is a summary of effects of ramp metering in Los Angeles, San Diego and San Francisco areas for projects which are covered by an evaluation report.

# SUMMARY OF OPERATION

(PROJECTS WHICH ARE COVERED BY EVALUATION REPORTS)

## LOS ANGELES AREA

| | PROJECTS | DATA* FOR CURRENT OPERATION (1978) NO. OF METERED RAMPS | | | DATA FROM EVALUATION REPORTS | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | LOCAL STREET | | | FREEWAY | | | | DELAY VEH. HRS. PER DAY | | PROJ. NO. USED IN THIS REPT |
| | | PROJ. TOTAL | Q INTO CITY ST. | Q IS PROB. | VOL. CH. PK. PERIOD. | TRAVEL TIME CHANGE | DELAY CHANGE VEH. HRS PER DAY | VOL. CHANGE PK. PERIOD. | PK. HR. AVG. SPEED BEF. | PK. HR. AVG. SPEED AFT. | ACCIDENTS BEF./AFT. | REDUCTION ON FWY. | INCR. ON RAMP | |
| PROJECTS WITH NO SIGNIF. WIDENING | RTE. 101 NORTHBND @ SUNSET & HOLLYWOOD BLVD'S. | 2 | 1 | 0 | +300 | +2 MIN. | +20 | -500 | 20 | 35 | — / — | +430 | 20 | 1 |
| | RTE. 10 WESTBND RTE. 11 TO RTE. 405. | 12 | 3 | 1 | NOM. | 0 | 0 | +1000 | 26 | 40 | 625 / 452 | +670 | 300 | 2 |
| | RTE 11 SOUTHBND RTE. 10 TO CENTURY | 9 | 5 | 1 | 0 | 0 | 0 | 0 | 15 | 40 | NOT / AVAIL | +830 | 70 | 3 |
| | RTE. 405 NORTHBND. RTE. 11 TO EL SEGUNDO | 13 | 7 | 1 | +1350 (7 STS.) | +2 MIN. | +220 | +1500 | 27 | 52 | 66 / 27 | +1550 | 630 | 4 |
| | RTE. 11 NORTHBND. RTE. 405 TO RTE. 10. | 18 | 8 | 2 | +1250 (7 STS.) | +2 MIN. | 0 | +1350 | 26 | 24 | NOT / AVAIL | -400 | 570 | 5 |
| PROJECTS WITH WIDENING | RTE. 405 RTE. 605 TO RTE. 7. | 26 | 0 | 0 | NOM. | 0 | NOM. | +1300 S.B. +1600 N.B. | 43 44 | 54 51 | 535 / 543 | +700 | 260 | 6 |
| | RTE. 405 RTE. 7 TO RTE. 11 | 11 | 0 | 0 | NOM. | 0 | 0 | S.B. 0 N.B. | 29 34 | 46 31 | NOT / AVAIL | +550 | NOM. | 7 |
| | RTE. 101 NORTHBND. RTE. 405 TO WHITE OAK. | 2 | 0 | 0 | NOM. | NOM. | NOM. | +800 | 30 | 56 | 360 / 167 | +750 | NOM. | 8 |
| | RTE. 5 SOUTHBND. RTE. 605 TO NORWALK. | 4 | 0 | 0 | 0 | 0 | 0 | +400 | 45 | 50 | 91 / 38 | NOM. | NOM. | 9 |
| | RTE. 5 EAST L.A. INTERCHANGE TO RTE. 7. | 5 | 0 | 0 | 0 | 0 | 0 | +500 | 30 | 49 | 188 / 203 | +250 | NOM. | 10 |
| | RTE. 5 RTE. 10 TO RTE. 134. | 9 | 0 | 0 | NOM. | NOM. | NOM. | +1500 | 37 | 55 | 89 / 60 | +800 | 120 | 11 |
| | TOTALS (11 PROJECTS) | 111 | 24 | 5 | | | +240 | | | | 1948 / 1490 | +6130 | 1970 | |

NET DELAY REDUCTION = 3920 VEH. HOURS PER DAY.
ACCIDENT REDUCTION = 458 PER YEAR
FOR 11 LOS ANGELES AREA PROJECTS.

* SEE TABLE 2 FOR SUMMARY OF RAMP BACK-UP ONTO CITY STREETS.

TABLE 1

# SUMMARY OF OPERATION

(PROJECTS WHICH ARE COVERED BY EVALUATION REPORTS)

## SAN FRANCISCO AREA

| PROJECTS | | DATA* FOR CURRENT OPERATION (1978) NO. OF METERED RAMPS | | | DATA FROM EVALUATION REPORTS | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | LOCAL STREET | | | FREEWAY | | | | DELAY VEH. HRS. PER DAY | | PROJ. NO. USED IN THIS REPT. |
| | | PROJ. TOTAL | Q INTO CITY ST. | Q IS PROB. | VOL. CH. PK. PER-IOD. | TRA-VEL TIME CHA-NGE | DELAY CHA-NGE VEH. HRS. PER DAY | VOL. CHA-NGE PK. PER-IOD. | PK. HR. AVG. SPEED BEF. | PK. HR. AVG. SPEED AFT. | ACCIDENTS BEF/AFT. | REDUC. ON FWY. | INCR. ON RAMP | |
| PROJECTS WITH NO SIGNIF. WIDENING. | RTE. 580 @ BEAUMONT. | 1 | 1 | 0 | THE QUANTITY OF DIVERSION ON THE SAN FRANCISCO AREA PROJECTS HAS BEEN RELATIVELY SMALL AND HAS HAD LITTLE DISCERNABLE IMPACT ON ALTERNATE ROUTES. | | | | | | | | | 12 |
| | RTE. 280 NORTH-BND. WINCHESTER TO HOLFE. | 5 | 4 | 2 | | | | | | | | | | |
| | RTE. 17 NORTHBND LAWRENCE TO BASCOM. | 7 | 5 | 5 | | | | | | | | | | 13 |
| | RTE. 17 SOUTHBND STEVENS CREEK TO NORTH 1ST. ST. | 9 | 8 | 6 | | | | | | | | | | |
| | RTE. 101 NORTHBND MC KEE TO CAPITOL. | 7 | 4 | 1 | | | | | | | | | | |
| TOTALS (5 PROJECTS) | | 29 | 22 | 14 | | | | | | | | | | |

## SAN DIEGO AREA

| PROJECTS (WITH NO SIGNIF-ICANT WIDENING) | DATA* FOR CURRENT OPERATION (1978) NO. OF METERED RAMPS | | | DATA FROM EVALUATION REPORTS | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | LOCAL STREET | | | FREEWAY | | | | DELAY VEH. HRS. PER DAY | | PROJ. NO. USED IN THIS REPT. |
| | PROJ. TOTAL | Q INTO CITY ST. | Q IS PROB. | VOL. CH. PK. PER-IOD. | TRA-VEL TIME CHA-NGE | DELAY CHA-NGE VEH. HRS. PER DAY | VOL. CHA-NGE PK. PER-IOD. | PK. HR. AVG. SPEED BEF. | PK. HR. AVG. SPEED AFT. | ACCIDENTS BEF/AFT. | REDUC. ON FWY. | INCR. ON RAMP | |
| RTE. 94 WEST B'ND. 22nd. STREET TO BROADWAY. | 14 | 0 | 0 | 0 | 0 | 0 | NO CHNGE | NOT AVAIL. | | 25% REDUC | 30% REDUC IN DELAY | | 14 |
| TOTALS (FOR 14 PROJECTS) | 154 | 46 | 19 | | | | | | | | | | |
| TOTAL ALL METERED RAMPS ** | 381 | 75 | 27 | | | | | | | | | | |

* SEE TABLE 2 FOR SUMMARY OF RAMP BACK UP ONTO CITY STREETS.

** ALL RAMPS FOR LOS ANGELES, SAN FRANCISCO AND SAN DIEGO BEFAS

TABLE 1

B. Ramp Back-Up onto City Streets

Out of the 381 ramps metered, 75 ramps back up into city streets. This back-up is usually stored in the curb lane clear of through traffic, but there are 27 ramps which cause some delay to city street traffic which is not destined for the freeway. Table 2 lists ramps that queue onto city streets and also provides a summary of existing conditions.

Delay at Ramp Meters

Delay at the meters varies from a few seconds to 12 minutes. Three hundred and fifty-seven ramps have a maximum delay of 6 minutes or less. Twenty-one ramps have a maximum delay of 6 to 10 minutes. Following is the distribution of delay for all metered ramps for the entire metering periods.

| Delay | % of Total Meter Time |
|---|---|
| 0 - 2 Minutes | 80% |
| 2 Minutes or Greater | 20% |
| 4 Minutes or Greater | 7% |
| 6 Minutes or Greater | 2% |
| 8 Minutes or Greater | 1% |

In most cases, motorists will not wait more than 6 to 7 minutes becuase they can then save time by taking an alternate route or ramp to their destinations. In a few cases, the alternate route travel time is of the same magnitude as waiting at the ramp; but in other cases, considerable time can be saved by using an alternate route. There are evidently some motorists who will not take an alternate route. The actual reasons for this are not always known but being unfamiliar with city streets patterns has been mentioned by some drivers.

# RAMP BACKUP ON CITY STREETS

| FREEWAY | LOCATION NO. | METERED RAMPS | RAMP DELAY MIN. ORIGINAL MAX / AVG. | RAMP DELAY MIN. CURRENT MAX / AVG. | SUMMARY LOS ANGELES AREA |
|---|---|---|---|---|---|
| SOUTHBOUND HARBOR (ROUTE 11) FREEWAY | 59 | 37th. STREET | 7 / 2 | 5 / 2 | BACK-UP PROBLEM HAS BEEN REDUCED BY 2 CAR METERING BUT THERE IS OCCASIONAL QUEUE TO FLOWER. |
| | 61 | VERNON AVENUE | 4 / 2 | 11 / 7 | BACK-UP HAS BEEN REDUCED SIGNIFICANTLY BY RELOCATING METER SIGNALS TO PROVIDE ADDITIONAL STORAGE ON RAMP. |
| | 63 | GAGE AVENUE | 3 / 1 | 4 / 3 | BACK-UP ONTO STREET IS OF MINOR NATURE SINCE METERING WAS CHANGED FROM FIXED TIME TO REAL TIME. |
| | 64 | FLORENCE AVENUE | 2 / 1 | 3 / 2 | BACK-UP TO CROSS STREET WILL BE ELIMINATED BY CONVERSION TO REAL TIME METERING IN EARLY 1979. |
| | 66 | MANCHESTER BOULEVARD EASTBOUND | ~ / ~ | 4 / 2 | BACK-UP ONTO MANCHESTER LASTS FOR ABOUT AN HOUR DAILY BUT DOES NOT AFFECT NON-FREEWAY TRAFFIC. |
| | 72 | ARTESIA BOULEVARD WESTBOUND | ~ / ~ | 4 / 3 | BACK-UP OCCURS FOR 2 1/2 HOURS DAILY & PERIODICALLY INTERFERES WITH OFF RAMP TRAF. REAL TIME + Q DETECTORS MINIMIZE PROB. |
| NORTHBOUND HARBOR (ROUTE 11) FREEWAY | 174 | ARTESIA BOULEVARD EASTBOUND | 7 / 3 | 6 / 2 | BACK-UP DOES NOT AFFECT NON-FREEWAY TRAFFIC. BACK-UP LASTS FOR HALF AN HOUR DAILY. |
| | 175 | ARTESIA BOULEVARD WESTBOUND | 4 / 2 | 4 / 2 | BACK-UP IS EXTENSIVE BUT SHOULD BE ELIMINATED BY CONSTRUCTION OF THE RTE. 91 - 11 INTERCHANGE. |
| | 176 | ALONDRA BOULEVARD | 5 / 2 | 3 / 2 | BACK-UP IS VERY MINOR. |
| | 177 | ROSECRANS AVENUE | 8 / 3 | 11 / 6 | BACK-UP DOES NOT AFFECT NON-FREEWAY TRAFFIC. |
| | 178 | EL SEGUNDO BOULEVARD | 6 / 2 | 4 / 2 | BACK-UP DOES NOT AFFECT THRU TRAFFIC. |
| | 179 | IMPERIAL HIGHWAY | 4 / 2 | 5 / 2 | BACK-UP DOES NOT AFFECT NON-FREEWAY TRAFFIC. QUEUE ON STREET LASTS FOR ONE HOUR DAILY. |
| | 180 | CENTURY BOULEVARD | 7 / 2 | 9 / 3 | BACK-UP CAUSES CONGESTION AT THE RAMP ENTRANCE. |
| | 181 | MANCHESTER BOULEVARD EASTBOUND | 5 / 2 | 3 / 2 | BACK-UP DOES NOT AFFECT NON-FREEWAY TRAFFIC. |
| WEST (TO SANTA ANA) FREEWAY | 125 | HOOVER STREET | ~ / ~ | 7 / 3 | BACK-UP DOES AFFECT NON-FREEWAY TRAFFIC ON HOOVER PERIODICALLY |
| | 117 | FAIRFAX AVENUE | ~ / ~ | 4 / 2 | BACK-UP DOES NOT INTERFERE WITH THRU TRAFFIC |
| | 115 | LA CIENEGA BOULEVARD | ~ / ~ | 7 / 5 | INTERSECTION IS AFFECTED FOR SHORT PERIODS FOR ABOUT 2 HOURS OF METERING TIME. |

TABLE 2

# RAMP BACKUP ON CITY STREETS

| FREEWAY | LOCATION NO. | METERED RAMPS | RAMP DELAY MIN. ORIGINAL MAX/AVG. | RAMP DELAY MIN. CURRENT MAX/AVG. | SUMMARY LOS ANGELES AREA |
|---|---|---|---|---|---|
| SANTA MONICA EASTBOUND (ROUTE 10) FREEWAY | 155 | LINCOLN BOULEVARD | —/— | 3/2 | BACK-UP DOES INTERFERE WITH THRU TRAFFIC OCCAS. PARKING RESTRICT ON LINCOLN WILL HELP PROB. |
| | 156 | CLOVERFIELD BLVD. | —/— | 3/1 | BACK-UP DOES NOT AFFECT THRU TRAFFIC. |
| | 157 | CENTINELA AVENUE | —/— | 2/1 | BACK-UP DOES NOT AFFECT THRU TRAFFIC. |
| | 158 | BUNDY DRIVE | —/— | 2/1 | BACK-UP DOES NOT AFFECT THRU TRAFFIC. |
| | 132 | OVERLAND AVENUE | —/— | 5/2 | BACK-UP DOES AFFECT OPERATION FOR 1 1/4 HOURS DAILY. THIS IS ONE OF VERY FEW RAMPS WHERE SOL. IS DIFFICULT. |
| | 133 | MANNING AVENUE | —/— | 8/3 | BACK-UP DOES INTERFERE WITH LOCAL TRAFFIC FOR SHORT PERIODS DAILY. |
| | 134 | NATIONAL BOULEVARD ROBERTSON BOULEVARD | —/— | 6/3 | BACK-UP DOES NOT INTERFERE WITH LOCAL TRAFFIC. |
| | 135 | LA CIENEGA BOULEVARD | —/— | 6/2 | BACK-UP DOES NOT INTERFERE WITH LOCAL TRAFFIC. |
| | 136 | VENICE BOULEVARD | —/— | 5/2 | BACK-UP DOES INTERFERE WITH LOCAL TRAFFIC PERIODICALLY. |
| | 137 | WASHINGTON BOULEVARD | —/— | 7/3 | BACK-UP DOES INTEREFERE WITH LOCAL TRAFFIC PERIODICALLY. |
| | 138 | LA BREA AVENUE SOUTHBOUND | —/— | 5/2 | BACK-UP DOES NOT INTERFERE WITH LOCAL TRAFFIC. |
| | 139 | LA BREA AVENUE NORTHBOUND | —/— | 3/1 | BACK-UP DOES NOT INTERFERE WITH LOCAL TRAFFIC. |
| | 140 | CRENSHAW BOULEVARD | —/— | 3/1 | BACK-UP DOES NOT INTERFERE WITH LOCAL TRAFFIC. |
| SAN DIEGO (I-5) FWY. | 49 | CRENSHAW BOULEVARD | —/— | 4/3 | BACK-UP BLOCKS SEVERAL BUSINESS DRIVEWAYS BUT NO SIG. DELAYS. "KEEP DRIVEWAY CLEAR" SIGNS HELP MITIGATE PROBLEM. |
| | 50 | ARTESIA BOULEVARD | 10/7 | 11/7 | BACK-UP DOES NOT AFFECT NON-FREEWAY TRAFFIC. |
| | 51 | REDONDO BEACH BLVD | 13/8 | 9/4 | BACK-UP DOES AFFECT THRU TRAFFIC FOR 1 HOUR DAILY. DELAY NOT SERIOUS. RIGHT TURN ONLY LANE BEING CONSIDERED. |
| | 52 | HAWTHORNE BOULEVARD | 9/6 | 12/6 | BACK-UP DOES NOT AFFECT THRU TRAFFIC INTERSECTIONS AND DRIVEWAYS ARE AFFECTED TO A MINOR DEGREE. |

TABLE 2

# RAMP BACKUP ON CITY STREETS

| FREEWAY | LOCATION NO. | METERED RAMPS | RAMP DELAY MIN. ORIGINAL MAX/AVG. | RAMP DELAY MIN. CURRENT MAX/AVG. | SUMMARY LOS ANGELES AREA |
|---|---|---|---|---|---|
| SOUTHBOUND (SOUTHBOUND SHIFTS EASTWARD) NORTHBOUND (NORTHBOUND SHIFTS WESTWARD) | 53 | INGLEWOOD AVENUE NORTHBOUND | 9/6 | 10/5 | BACK-UP DOES NOT AFFECT THRU TRAFFIC. |
| | 55 | ROSECRANS AVENUE EASTBOUND | —/— | 4/1 | BACK-UP DOES NOT AFFECT THRU TRAFFIC. |
| | 56 | ROSECRANS AVENUE WESTBOUND | —/— | 3/1 | BACK-UP DOES NOT AFFECT THRU TRAFFIC. |
| | 200 | VENICE BOULEVARD A.M. SEPULVEDA BOULEVARD | —/— | 6/4 | BACK-UP DOES NOT AFFECT THRU TRAFFIC. |
| | 203 | WILSHIRE BOULEVARD EASTBOUND | —/— | 1/2 | BACK-UP DOES NOT INTERFERE WITH THRU TRAFFIC. |
| | 204 | WILSHIRE BOULEVARD WESTBOUND | —/— | 1/3 | BACK-UP DOES NOT INTERFERE WITH THRU TRAFFIC. |
| | 205 | SUNSET BOULEVARD | —/— | 1/3 | BACK-UP DOES NOT INTERFERE WITH THRU TRAFFIC. |
| | 206 | MORAGA DRIVE | —/— | 1/1 | BACK-UP DOES NOT INTERFERE WITH THRU TRAFFIC. |
| SOUTHBOUND HOLLYWOOD FREEWAY (SOUTHBOUND SHIFTS EASTWARD) NORTHBOUND HOLLYWOOD FREEWAY | 170 | VENTURA BOULEVARD | —/— | 2/1 | BACK-UP DOES NOT AFFECT THRU TRAFFIC. |
| | 168 | LANKERSHIM BOULEVARD | —/— | 3/2 | INTERSECTION OPERATION IS AFFECTED FOR ABOUT 10 MINUTES DAILY. |
| | 166 | BARHAM BOULEVARD | —/— | 1/1 | LEFT TURNS DELAY LOW VOLUME OF THRU TRAFFIC PERIODICALLY DURING AN HOUR & ONE HALF DAILY. |
| | 278 | SANTA MONICA BOULEVARD | —/— | 2/1 | NO SIGNIFICANT INTERFERENCE WITH THRU TRAFFIC. |
| | 3 | SILVER LAKE BOULEVARD | —/— | 2/1 | BACK-UP DOES NOT AFFECT THRU TRAFFIC. LEFT TURN PROHIBITION CAUSES ILLEGAL U-TURNS NEARBY. |
| | 280 | RAMPART BOULEVARD | —/— | 2/1 | BACK-UP ON LOW VOLUME RESIDENTIAL STREET DOES NOT CAUSE PROBLEM. ILLEGAL LEFT TURNS A MINOR PROBLEM. |
| | 4 | GLENDALE BOULEVARD UNION AVENUE | —/— | 5/2 | BACK-UP BLOCKS DRIVEWAYS FOR A FEW VEHICLES BUT NO SIGNIFICANT DELAY. ILLEGAL LEFT TURNS ARE A MINOR PROBLEM. |
| | 87 | SOTO STREET | —/— | 2/1 | BACK-UP TENDS TO INTERFERE WITH ON-RAMP TRAFFIC FOR 15 MINUTES DAILY. |
| | | | | | |

TABLE 2

# RAMP BACKUP ON CITY STREETS

| FREEWAY | LOCATION NO. | METERED RAMPS | RAMP DELAY MIN. ORIGINAL MAX / AVG. | RAMP DELAY MIN. CURRENT MAX / AVG. | SUMMARY LOS ANGELES AREA |
|---|---|---|---|---|---|
| NB. HOLLYWOOD (STE. 101) FREEWAY | 284 | ECHO PARK AVENUE | — / — | 1 / 1 | BACK-UP DOES NOT AFFECT NON-FREEWAY TRAFFIC. |
| | 286 | RAMPART BOULEVARD | — / — | 6 / 1 | THERE IS NO SERIOUS CONFLICT BETWEEN BACK-UP AND LOCAL TRAFFIC ON THE RESIDENTIAL STREETS INVOLVED. |
| | 165 | CAHUENGA BOULEVARD | — / — | 2 / 1 | NO SIGNIFICANT CONFLICT BETWEEN BACK-UP AND THRU TRAFFIC. |
| | 169 | LANKERSHIM BOULEVARD | — / — | 2 / 1 | CHANGE IN METERING RATE HAS ELIMINATED AN INTERSECTION PROBLEM THAT OCCURED FOR 10 MINUTES DAILY. |
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TABLE 2

# RAMP BACKUP ON CITY STREETS

| FREEWAY | LOCATION NO. | METERED RAMPS | RAMP DELAY MIN. ORIGINAL MAX/AVG. | RAMP DELAY MIN. CURRENT MAX/AVG. | * SUMMARY SAN FRANCISCO AREA |
|---|---|---|---|---|---|
| NORTHBOUND ONE SOUTHBOUND 280 | | WINCHESTER | — / — | 7 / 3 | BACK-UP DOES INTERFERE WITH THRU TRAFFIC. |
| | | SARATOGA | — / — | 8 / 5 | BACK-UP DOES INTERFERE WITH THRU TRAFFIC. |
| | | STEVENS CREEK | — / — | 8 / 5 | BACK-UP DOES NOT INTERFERE WITH THRU TRAFFIC. |
| | | WOLFE WESTBOUND | — / — | 3 / 2 | BACK-UP DOES NOT INTERFERE WITH THRU TRAFFIC. |
| NORTHBOUND ONE SOUTHBOUND 101 | | CAPITOL WESTBOUND | — / — | 5 / 2 | BACK-UP DOES NOT INTERFERE WITH THRU TRAFFIC OR DRIVEWAYS. |
| | | TULLY WESTBOUND | — / — | 4 / 3 | BACK-UP DOES INTERFERE WITH THRU TRAFFIC. |
| | | ALUM ROCK | — / — | 2 / 1 | BACK-UP DOES NOT INTERFERE WITH THRU TRAFFIC. |
| | | MC KEE | — / — | 2 / 1 | BACK-UP DOES NOT INTERFERE WITH THRU TRAFFIC. |
| 17 SOUTHBOUND ONE NORTHBOUND 101 | | NORTH 1 ST. EASTBOUND | — / — | 10 / 5 | BACK-UP INTERFERES WITH THRU TRAFFIC AND BUSINESS ACCESS. |
| | | NORTH 1 ST. WESTBOUND | — / — | 5 / 4 | BACK-UP INTERFERES WITH THRU TRAFFIC AND BUSINESS ACCESS. |
| | | COLEMAN EASTBOUND | — / — | 3 / 2 | BACK-UP INTERFERES WITH THRU TRAFFIC. |
| | | COLEMAN WESTBOUND | — / — | 4 / 2 | BACK-UP DOES NOT INTERFERE WITH THRU TRAFFIC. |
| | | THE ALAMEDA EASTBOUND | — / — | 5 / 4 | BACK-UP DOES NOT INTERFERE WITH THRU TRAFFIC. |
| | | THE ALAMEDA WESTBOUND | — / — | 8 / 6 | BACK-UP DOES INTERFERE WITH THRU TRAFFIC. |
| | | BASCOM EASTBOUND | — / — | 5 / 4 | RAMP WAS WIDENED SUBSEQUENT TO COMP OF PROJ. TO SOLVE BACK-UP PROB. AFFECT. THRU TRAF & BUS. ACCESS. |
| | | BASCOM WESTBOUND | — / — | 3 / 2 | BACK-UP INTERFERES WITH THRU TRAFFIC. |
| ONE SOUTHBOUND 101 | | BEAUMONT AVENUE | — / — | — / — | BACK-UP OCCURS FOR VERY SHORT PERIODS AND INSIGNIFICANT IMPACT. |

TABLE 2

# RAMP BACKUP ON CITY STREETS

| FREEWAY | LOCATION NO. | METERED RAMPS | RAMP DELAY MIN. ORIGINAL MAX/AVG. | RAMP DELAY MIN. CURRENT MAX/AVG. | *SUMMARY SAN FRANCISCO AREA |
|---|---|---|---|---|---|
| ROUTE 17 CONDITION | | CAMDEN WESTBOUND | | 6/3 | BACK-UP INTERFERES WITH THRU TRAFFIC AND BUSINESS ACCESS. |
| | | CAMDEN EASTBOUND | | 5/1 | BACK-UP INTERFERES WITH THRU TRAFFIC AND BUSINESS ACCESS. |
| | | HAMILTON WESTBOUND | | 4/2 | BACK-UP INTERFERES WITH THRU TRAFFIC RAMP WIDENING IS PROPOSED TO MITIGATE BACK-UP PROBLEMS. |
| | | HAMILTON EASTBOUND | | 4/1 | BACK-UP INTERFERES WITH THRU TRAFFIC. RAMP WIDENING IS PROPOSED TO MITIGATE BACK-UP PROBLEMS. |
| | | LARK | | 5/2 | IF THE FREEWAY DEMAND UPSTREAM OF THE METERING PROJECT CONTINUES TO GROW IT MAY BE NECESSARY TO ALLOW THE FREEWAY TO BREAK DOWN OCCASIONALLY AT THE MOST UPSTREAM METERED RAMP RATHER THAN TO SEVERELY CUT BACK ON THE RAMP FLOW AND CAUSE SERIOUS DELAYS ON THE ADJACENT CITY STREETS. THIS IS ESPECIALLY TRUE WHERE GOOD ALTERNATE ROUTES ARE NOT AVAILABLE. SUCH AN ACTION WAS TAKEN ON THE NORTHBOUND ROUTE 17 PROJECT ~~WHERE~~ AT THE MOST SOUTHERLY METERED RAMP (LARK AVENUE) CORRIDOR TRAFFIC CONDITIONS WERE SUCH THAT RAMP BACK-UPS WERE SEVERE. THIS PROCEDURE ALSO PROVIDES MORE EQUITY IN DISTRIBUTING THE DELAYS OVER A LARGER POPULATION OF DRIVERS. |
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* THE DEGREE OF INTERFERENCE WITH NON-FREEWAY TRAFFIC VARIES A GREAT DEAL - FROM INSIGNIFICANT TO A FEW LOCATIONS WHERE INTERFERENCE IS MODERATE OR POTENTIALLY SERIOUS.

EVEN THOUGH TRAFFIC DOES BACK ONTO CITY STREETS, IN MOST CASES THE IMPACT IS MINOR DUE TO A COMBINATION OF FACTORS; THE MAXIMUM DISTANCE OF BACK-UP MAY NOT LAST VERY LONG; THE BACK-UP LINES UP IN A SHOULDER OR CURB LANE; THE NON-FREEWAY VOLUMES AT THE TIME OF THE BACK-UPS ARE LOW AND ADEQUATE CAPACITY IS AVAILABLE. MOST OF THE LISTED LOCATIONS FALL INTO THIS CATEGORY. WHERE DELAYS, THOUGH NOT QUALIFIED, ARE PROBABLY LESS THAN 1 MINUTE.

HOWEVER, THERE ARE THREE OR FOUR LOCATIONS WHERE FOR SHORT PERIODS SOME NON-FREEWAY TRAFFIC MAY BE DELAYED GREATER AMOUNTS. THESE ALSO HAVE NOT BEEN QUANTIFIED.

BACK-UP INTERFERENCE WITH BUSINESS HAS NOT RESULTED, TO OUR KNOWLEDGE, IN COMPLAINTS. THIS MAY BE DUE TO THE FACT THAT THE TIME DURATION IS SO SHORT, BUSINESS MAY NOT BE OPEN, AND DELAYS ARE SO SHORT.

TABLE 2

C. A Detailed Study of Diversion and Ramp Delay for a Los Angeles Project

The northbound Rte 405 freeway from Rte 11 to El Segundo Boulevard was selected for detailed reporting on effects of metering because the original evaluation report has considerable data on diversion and ramps back up and the effects of metering on city streets was greater than for any other project.

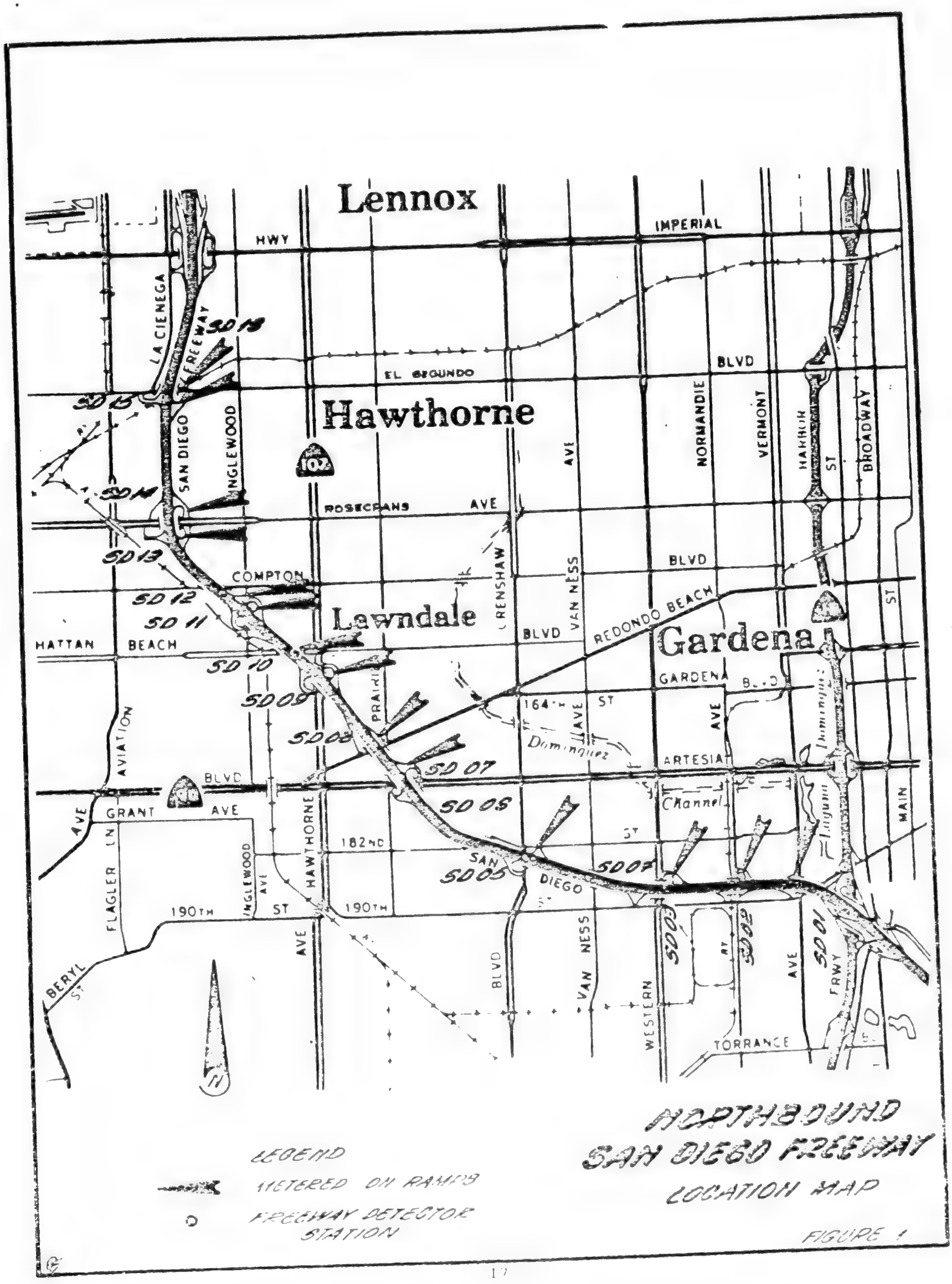
This project involves a "diagonal" freeway (see Figure 1) which cuts across both north-south and east-west streets. Metering is restrictive and ramp delays are the highest in the Los Angeles area. Figures 2, 3 and 4 show the queueing at some of these metered ramps. These photos emphasize that operation on city streets is not adversely affected by back ups from meters. The volume of traffic diverted is one of the highest in the Los Angeles area.

There were 3,300 vehicles re-routed from the on-ramps during the metering period from 0615 to 0830. (See Figure 5 for a summary of before and after volumes.) During the same time period, off-ramp volumes decreased by 1,300 vehicles because these off-ramp vehicles no longer found it necessary to exit the freeway to bypass congestion. These vehicles now continue on the freeway to their destination.

The net effect of these changed traffic patterns was an increase in volume (1,350 vehicles) on city streets as shown in Table 3 on page 22.

The increased volumes on the City Streets did not change the overall average speed on these streets.* These increased volumes on City streets and the upstream Freeway sections account for only about 1/2 of the 3300 vehicles re-routed. An analysis of origins of on-ramp vehicles (data from before

*Some streets had an increase in average speed even with an increase in volume. This increase in speed is possible because of the wide fluctuation in speeds each day. Where there was a decrease in average speed, the average decrease was in the 10-15% range which is probably less than the daily fluctuation range.




LEGEND

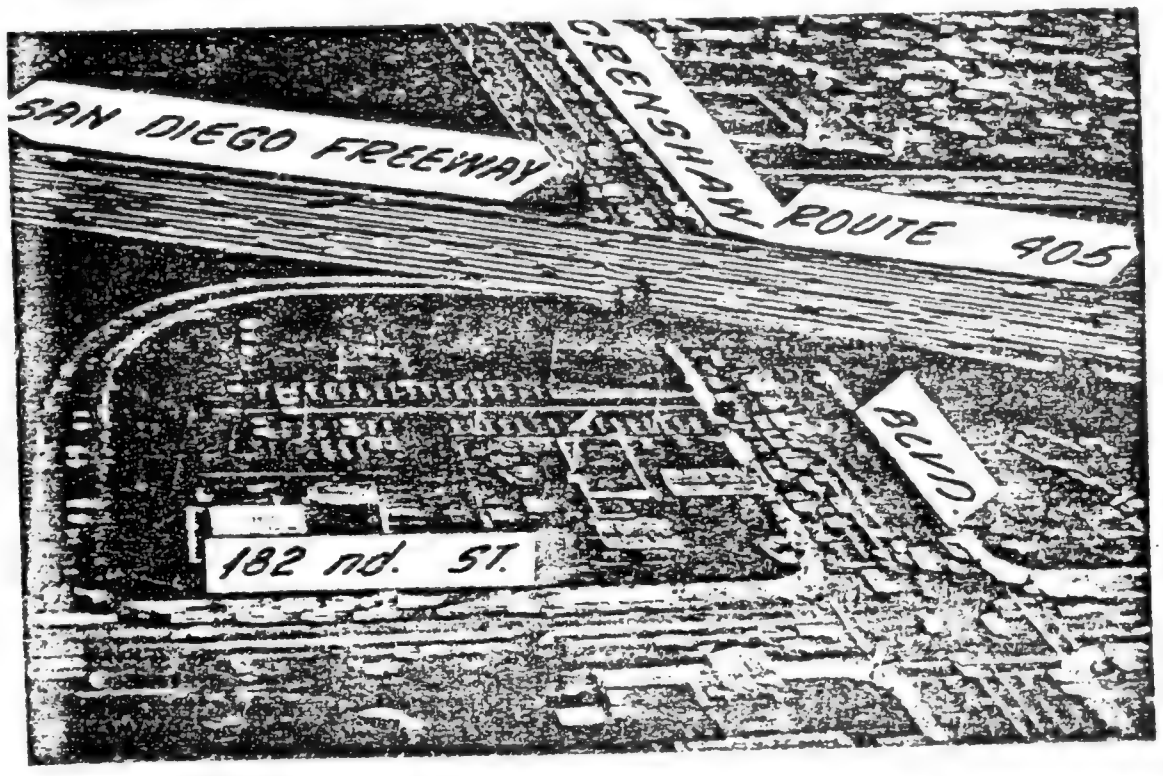
METERED ON RAMPS

FREEWAY DETECTOR STATION

NORTHBOUND
SAN DIEGO FREEWAY
LOCATION MAP

FIGURE 1

PHOTO TAKEN JANUARY 3, 1979 @ 0750 A.M.




LEFT TURN TO ON RAMP IS PROHIBITED.

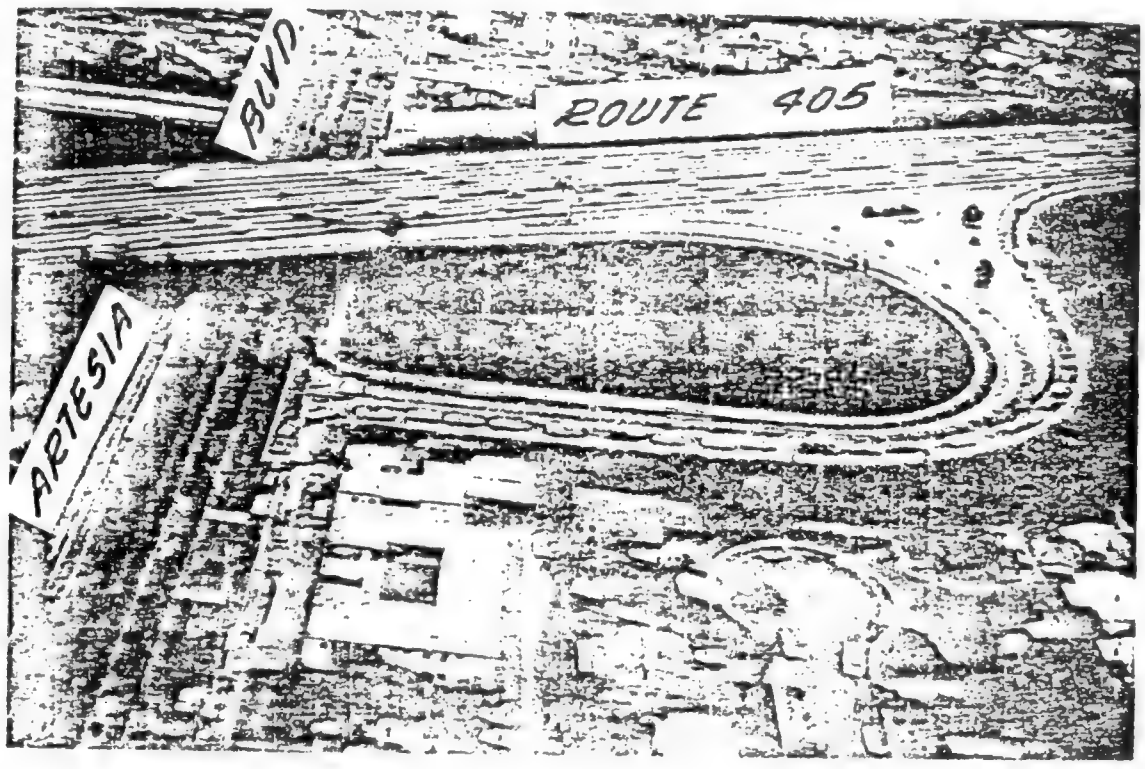
SAN DIEGO FREEWAY
AT
CRENSHAW BLVD. INTERCHANGE

Note gaps in queue at business driveways. Signs are posted requiring that driveways be kept clear. Initially this was a problem location but current operation is satisfactory.

Note queue in right lane on northbound Crenshaw does not interfere with through traffic.

FIGURE 2

PHOTO TAKEN JANUARY 3, 1979 @ 0735 A.M.




SAN DIEGO FREEWAY
AT
ARTESIA BLVD. INTERCHANGE

Note: .Right-turn only at ramp entrance.

.Intersection at Prairie in background where there are 3 lanes plus a left-turn pocket lane. The added lane is necessary at the signalized intersection but only two through lanes are required at the ramp intersection which allows for a "right-turn only" lane and prevents interference with through traffic by those.

FIGURE 3

PHOTO TAKEN JANUARY 3, 1979
@ 0755 A.M.

[illegible] FREEWAY
[illegible]
[illegible] INTERCHANGE

Not [illegible] right lane for some distance south of the [illegible]

No [illegible] lane at ramp entrance which prevents [illegible] traffic.

[illegible] "Keep Intersection" clear had not [illegible] no serious problems occur.

FIGURE 4

# BEFORE AND AFTER RAMP VOLUMES REROUTED VEHICLES

## 0615 - 0800 OR 0830

| RAMPS | BEFORE VOLUME | AFTER VOLUME | REROUTED VEHICLES |
|---|---|---|---|
| VERMONT AVENUE | 355 | 370 | ~ |
| NORMANDIE AVENUE | 315 | 370 | ~ |
| WESTERN AVENUE | 630 | 465 | 165 |
| CRENSHAW BOULEVARD | 1,170 | 1,075 | 95 |
| ARTESIA BOULEVARD | 1,030 | 580 | 450 |
| REDONDO BEACH BLVD. | 1,085 | 560 | 525 |
| HAWTHORNE BOULEVARD | 1,810 | 840 | 970 |
| INGLEWOOD AVENUE NORTHBOUND | 1,850 | 1,130 | 720 |
| INGLEWOOD AVENUE SOUTHBOUND | 400 | 460 | ~ |
| ROSECRANS AVENUE EASTBOUND | 1,615 | 1,220 | 395 |
| ROSECRANS AVENUE WESTBOUND | 1,295 | 1,775 | ~ |
| EL SEGUNDO BOULEVARD EASTBOUND | 165 | 295 | ~ |
| EL SEGUNDO BOULEVARD WESTBOUND | 1,716 | 1,850 | ~ |
| TOTAL REROUTED VEHICLES | | | 3,320 |

FIGURE 5

metering), indicates that at least 8 alternate routes could be used by the re-routed vehicles. The volume of traffic on the major alternates was counted and major changes detected. Changes on other alternates are predicted to be small and fall within the range of daily fluctuations and would be impossible to detect.

TABLE 3

Local Street Volumes 0630 to 0800

| Streets | Volume Before | Volume After |
|---|---|---|
| Crenshaw | 1915 | 1775 |
| Prairie | 1895 | 1865 |
| Hawthorne | 2260 | 2330 |
| Inglewood | 1350 | 1875 |
| Aviation | 1825 | 2230 |
| El Segundo | 2040 | 2410 |
| Rosecrans | 2210 | 2370 |
| Total | 13495 | 14845 |

% Change = 9% in peak period
(+ 1% change in Daily Volume)

Typically, the users of the last few ramps (downstream) are the ones who are adversely affected by ramp metering - these ramps enter at the "head of the line" and the addition of this traffic to an already full freeway causes congestion and delay on the freeway.

There are four ramps on this project that fall into this category and the traffic diverted from these ramps accounts for approximately 80% of the total volume diverted for the project. The four ramps and the volume diverted for each ramp is as follows:

| Ramp | Volume Diverted During Metering | |
|---|---|---|
| Artesia | 450 | |
| Redondo Beach | 525 | |
| Hawthorne | 970 | |
| Inglewood - N/B | 720 | |
| Total | 2665 | 80% of Total Traffic Diverted on project |

The trips via these four ramps prior to metering involved some congestion on the freeway but these trips now take more time due to delay at meters. The additional time for users of these 4 ramps is a maximum of 3 minutes at Artesia, 6 minutes at Redondo Beach, 6 minutes at Hawthorne and 7 minutes at Inglewood N/B. Even with this increased delay, there is a net benefit in the corridor (freeway and city streets). Total travel was reduced by 1500 vehicle-hours per weekday.

D. Benefits of 14 Projects Studied

The five Los Angeles projects which had ramp control with no significant widening had freeway delay reduced by 3080 vehicle-hours per day. Ramp delay on these projects amounted to 1590 vehicle hours per day and City street delay was 240 vehicle hours per day. The net benefit for these 5 projects was 1250 vehicle-hours per day. Four of these projects had significant improvement in average speed (19 mph increase) on the freeway. One project (#5) had a decrease (2 mph) in average speed based on a comparison of before and after conditions without considering increases in demand. Without ramp metering, this project operation would have been much worse because of the increased demand (See Table 1 for volume changes).

The six Los Angeles projects which had widening plus ramp control had freeway delay reduced by 3050 vehicle hours per day. Ramp delay on these projects amounted to 380 vehicles hours per day. There was no city street delay on these projects. The net benefit for these 6 projects was 2670 vehicle-hours per day. The average speed was greater than 40 mph after improvements for all of these projects except one.

All of the San Francisco area systems have been successful in improving freeway operation for all traffic including those entering the freeway from metered ramps. In San Diego on Route 94, the freeway delay has been reduced by 30%.

The total volume of traffic through the controlled section for the control period decreased on only one project (#1). All other projects either had an increase (#2, #4, #6, #8, #9, #10, #11) or remained the same (#3, #5, #7, and Route 94 in San Diego).

Addicent data was included in 7 of the projects (#2, #4, #6, #8, #9, #10, #11). Accidents were reduced on 5 of the projects (#2, #4, #8, #9, #11). The average reduction was 40%. There was a 25% reduction in peak

period accidents for Route 94 in San Diego for a 4 month period. Two projects did not have a reduction in accidents. The Rte 405 project between Rte 605 and Rte 7 did not have an accident reduction because all bottlenecks were not removed and although operation has improved there is still considerable congestion. The Rte 5 project from East L. A. Interchange to Rte 7 had an increase in accidents after the implementation of the part time use of the right shoulder as a lane.

# APPENDIX

## "BASIC RAMP CONTROL THEORY"

# FREEWAY ENTRANCE RAMP CONTROL

## INTRODUCTION:

Ramp control has become an accepted engineering technique to reduce freeway traffic delay and accidents. However, its basic operating principles are not well understood nor widely recognized.

## RAMP CONTROL:

Ramp control consists of regulating the number of vehicles entering a freeway on-ramps in order to maintain efficient bottleneck inflow at or slightly below roadway capacity. That is, diverting a relatively few vehicles from the freeway results in greatly reduced delay for the thousands of remaining ones.

There is nothing inherently "modern" or "electronic" about such control. On-ramp volumes may be limited by barricades or by signals operating on either a simple fixed-time basis or in a traffic-responsive mode. In fact, some of the most successful control projects simply consist of a movable barricade.

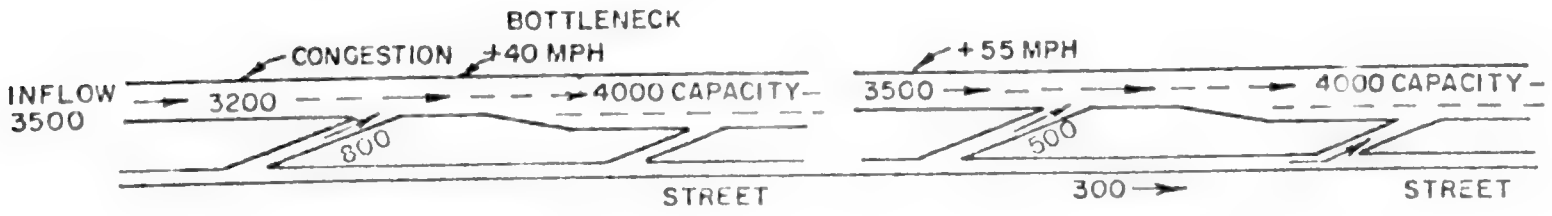
How to store waiting vehicles at metered on-ramps so their queue doesn't seriously interfere with city street traffic represents a key consideration. This problem is especially acute at short ramps, but less of a problem at very long ones.

## PRIMARY BENEFITS:

Three primary benefits of ramp control are: (1) it makes better use of the entire corridor's width (lateral efficiency); (2) it increases the efficiency of the entire corridor's length (longitudinal efficiency); and (3) and it shortens the peak traffic period (time efficiency). These three benefits are explained below.

### 1. Lateral Efficiency

Ramp control diverts vehicles (particularly those on short trips) around the bottleneck as shown below. Inflow in the "Before" case is 4300 vph while outflow is only 4000 vph. This means that the congestion is increasing in length during this time period.




— BEFORE — — AFTER —

Note that diverting only 300 vph results in these changes:

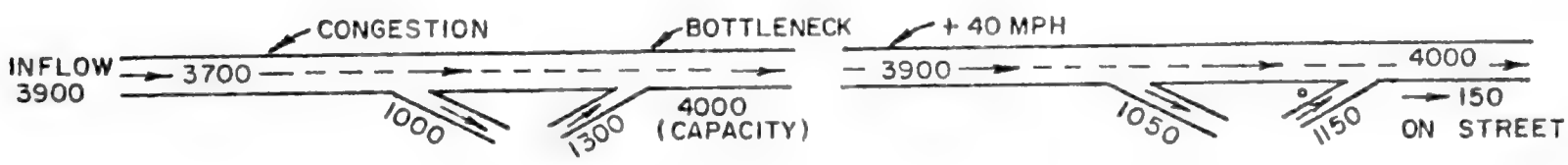
a. Before: 4300 vph (inflow) undergo congestion. After: Only 500 vph undergo delay on the ramp (typically one to six minutes) and 300 vph are diverted while 3500 vph travel freely.

b. The bottleneck has, in effect, been widened by about one-seventh of a lane. That is, the diverted 300 vph are equal to 300/2000 of a freeway lane's capacity.

c. Delay is greatly reduced, not just shuffled around. In one typical case on the southbound Harbor Freeway, main line delay was reduced by 1000 vehicle hours per day, while added delay to ramp users and bypassers totaled only 170 vehicle hours, leaving a net reduction of 830 hours in overall delay time.

2. Longitudinal Efficiency

Ramp control permits exiting traffic upstream from the bottleneck to avoid needlessly being caught in congestion. A typical example is shown below.

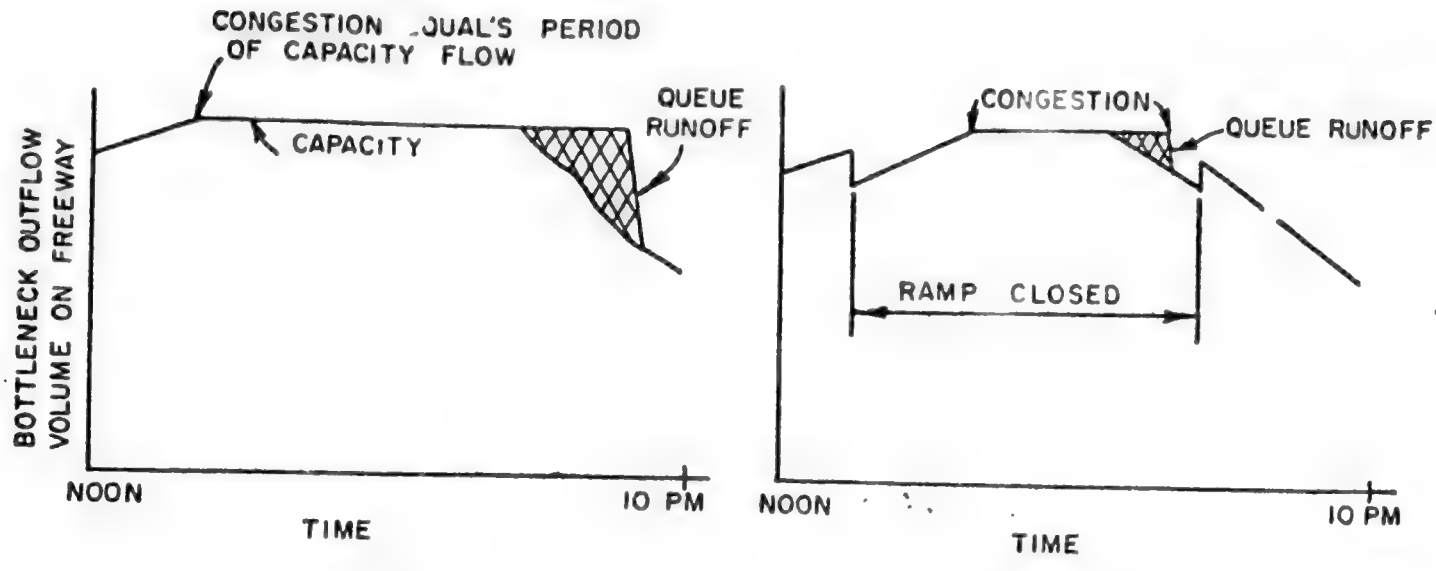



— BEFORE — — AFTER —

Note that the freeway does more work in the "after" case by carrying 3900 vph upstream of the exit under reasonably free flowing conditions instead of only 3700 vph at stop and go speeds. In addition, the exiting vehicles do not undergo needless congestion. This is known as increasing the freeway's "throughput" (i.e., vehicle-miles per minute).

3. Time Efficiency

Ramp control shortens the peak traffic period. A typical example, based on a rural weekend ramp closure, is shown below.




— BEFORE —

— AFTER —

Note that the duration of congestion is greatly reduced. Control also shortens urban peaks, though usually not as dramatically.

SECONDARY BENEFITS:

Three secondary benefits of ramp control are discussed below:

A. Transit:

It is desirable to provide preferential entry at metered ramps for transit buses (and carpools). The on-ramp must be at least two-lanes wide in order to provide an exclusive lane so that high occupancy vehicles may bypass the queue of waiting cars, wait briefly at the signal until it turns green, and then enter the freely flowing freeway.

B. Safety:

Ramp control has generally reduced peak-period accidents. Some projects have had little effect while others have cut the frequency of accidents by ab t two-thirds. In general, the preliminary findings are that peak period accidents have been cut in half on controlled freeway sections. This is especially significant because research indicates that accidents rates near bottleneck areas during peak periods are typically three to thirty times the statewide average.

C. Reduction of City Street Traffic:

One benefit of ramp control is that is may reduce city street traffic.

The existence of severe freeway congestion causes some drivers to change their point of entry so as to

use an on-ramp "at the head of the line". Other drivers may actually leave the congested freeway, run along city streets to the head of the line, and then reenter. These practices increase city street traffic without necessarily increasing the corridor's efficiency.

Experience has shown that because ramp control reduces congestion it can greatly reduce this unproductive loading of city streets. For example, metering of the southbound Harbor Freeway in Los Angeles shifted 1400 vehicles from their usual ramps between 3:45 and 5:45 p.m. Only 500 of these were truly diverted during this entire two-hour period. The other 900 entered at ramps upstream of the controlled section, which is where they had originally desired to enter but had been avoiding due to main line congestion. That is, 500 vehicles were added to city streets while 900 were removed from such streets.

CAPACITY:

It is sometimes stated that ramp control is an alternative to new roadway construction and that it increases capacity. These two statements deserve more detailed attention.

A. Occasionally a speech is made or an item appears in the press which suggests that all traffic problems can be solved by using electronic devices to improve flow.

An urban area generates travel which can be measured in vehicle-miles. The rate of demand varies, peaking in the morning and evening. The rate can be expressed in vehicle-miles per minute, or "throughput". Delay is caused whenever the actual throughput of the road network is less than the demand. The same number of vehicle-miles will be generated, but if the throughput is insufficient, it will take a longer period of time to service them. In other words, people will be delayed, and the delay is manifested in congestion. There are other causes of delay, too, but this one -- demand exceeding capacity -- is the more important. The only way to reduce this kind of delay is to increase throughput. Ramp control projects do increase system throughput, but this increase can never be greater than the amount by which present throughput falls short of capacity, and is rarely more than 25% even on short sections. The amount of increased throughput achievable by ramp control is but a fraction of the amount of increased throughput provided by a new freeway or by major reconstruction of an existing freeway.

B. Various California ramp control projects have slightly increased capacity, slightly decreased capacity, and had no effect on capacity. This is a function of roadway geometrics and traffic characteristics. Metering rates on many projects are selected to keep bottleneck flow slightly below capacity in order to reduce shockwave accidents and any congestion due to minor incidents.

In general, ramp control will not significantly change bottleneck capacity. However, it may well result in increasing the vehicle-miles-per-minute throughput of a stretch of freeway.

## CONCLUSION

Ramp control can provide significant net benefits in many corridors. This disseration hopefully explains the origin and relative magnitude of such benefits.

DivOper-Mar-200-CT-Sacto

STATE OF OREGON

INTEROFFICE MEMO

ODOT METRO — DEPT.

238-8226 — TELEPHONE

TO: F. B. Klaboe, Director; H. S. Coulter; E. S. Hunter

DATE: January 23, 1979

FROM: R. N. Bothman, Administrator

SUBJECT: Ramp Metering

The above short statement summarizes activities of Tom Schwab in reviewing the ramp metering program in Los Angeles. Tom was the lead member of the team including Ron Wolfe, ODOT Traffic Unit; Ernie Valach, FHWA; and Don Bergstrom, city of Portland.

The information gained and technical reports brought back have assisted in the first rough draft of the I-5 TSM study which is currently being circulated in house for review. A rough draft will be available for wider review within the next week and finalized to conclude that study effort to establish a design and operational program for I-5 between the Marquam Bridge and the Interstate Bridge.

RNB/ke

cc: E.L.Hardt

attachment

NOTED
F. B. KLABOE

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81-125-1387

REPORT ON THE TOUR OF RAMP METERING PROJECTS

ON THE LOS ANGELES FREEWAY SYSTEM

December 19, 1978

On Monday, October 23, 1978 we arrived at the Los Angeles Airport. Gary Bork of Caltrans picked us up at the airport and transported us to the motel where we checked in. After lunch, we reported to the Caltrans office. Mr. Bork introduced us to those persons in charge of freeway traffic operations in the Los Angeles area. We met with Mr. Dave Roper, Deputy District Director. Mr. Roper provided information on things to consider before implementing any freeway project.

1. Work closely with the city and any other appropriate agency on the proposed project. Make sure these people are fully aware of what is being done and why, and what is being expected.
2. Good press coverage is necessary. Work with TV people showing before and after conditions.
3. The agency responsible for policing should also be included in the early stages of any project.

Ramp metering has been quite successful in the Los Angeles area for controlling freeway congestion. The public is accepting the idea of freeway control, if they can be shown what benefits can be gained by the motorist. Permissive shoulder use (a technique to increase capacity) is working quite well in the Los Angeles area.

Permissive shoulder use is where the shoulder is used as a travel lane during the peak periods of travel. This not only increases the capacity of the facility, but also decreases the congestion and consequently the number of accidents during

these peak periods. The cost of implementing is very low and is used where the evident demand exceeds existing capacity. This in effect provides a better balanced system.

We were given an overview of the district which the Caltrans is responsible for in the Los Angeles area. We were given a tour of the operations center. The personnel in this operations center is responsible for monitoring the 42-mile looped freeway system during all periods of the day, especially during the peak periods. Information such as traffic volumes and speed are stored on computer tapes for each five-minute period during the day to provide the traffic engineer with the data necessary for analysis of the system. This monitoring of the freeway system is to increase to approximately 420 miles within the next few months.

Later on in the afternoon and evening peak traffic period, we were given a tour of the freeway system and the ramp metering that is now underway. Most all of the freeway system during the afternoon peak period that we observed was operating at a reasonable level of service. The flow was approximately 50-55 MPH at most all times. We traveled through some of the ramp metering projects. We stopped at several locations to observe the operation of vehicles through the metered ramps. We also observed several violations of the bypass lanes. There was very little delay at any ramp terminal because of the metering. Once on the freeway system there was no problem in maintaining an average speed of 50 MPH on the system. We also viewed a location where one on-ramp is closed during the PM peak period.

On Tuesday morning, October 24, we were picked up from the motel at 7:00 AM by Hank Herada from Caltrans to view the San Bernardino Freeway Busway system. The San Bernardino Freeway Busway is an exclusive busway which is 11 miles in

length extending from the downtown Los Angeles to El Monte out along the San Bernardino Freeway. The terminal point in El Monte is a large park-and-ride station. The busway is a mixed-mode transportation lane which is an exclusive roadway for high occupancy vehicles. That is both buses and carpools of three persons or more. There are only several entrance points along this busway lane, and only two loading stations where passengers can board buses. The busway has been in operation five years now, and transit ridership has increased from 1,000 passenger trips per day to 10,000 passenger trips. The mixed-mode operation of carpools were added to this facility approximately two years ago. Carpools have increased from about 600 to over 1400 during each of the four hour AM and PM period operations with an observed occupancy of 3.3 persons per carpool. This would translate to about 4600 daily carpoolers. During each four hour AM and PM period, the busway carries about 1600 vehicles containing about 14,500 persons.

After viewing the San Bernardino Buslane operation, we met again with Gary Bork and his staff to answer and discuss specific questions on ramp metering projects. We also viewed a slide show on ramp metering in the Los Angeles area. This slide show is used primarily for public meetings and informational sessions on proposed ramp metering projects. In California, ramp metering is viewed as no major action, consequently no formal environmental analysis is necessary to implement any metering project. We discussed the data needed for analysis, that is Origin-Destination information required for implementation or analysis of any ramp metering project. Metering rates for any new ramp metering project being implemented by Caltrans is set at the existing volumes now on the ramps. As the traffic volumes continue to increase on the freeway, these rates will be adjusted to maintain the existing carrying capabilities of that freeway.

Early in the afternoon, we were given a presentation from the Incident Response Team assigned to Caltrans. The primary purpose of this major Incident Response Team is to furnish as rapidly as possible equipment and manpower to aid the California Highway Patrol in the management of traffic at or near a major traffic incident. Early warning, alternate route signing, and so on are made available with this team. This team does not duplicate normal maintenance functions but supplements those functions with emphasis on traffic flow from the motorists standpoint. A team responding to an incident may consist of as few as three persons equipped with two sedans and one changeable message sign truck. The size of the incident team that responds to any incident is determined based on the incident need. According to Bob Zimowski who heads the response team, cost effectiveness has been shown to be as high as 20 to 1.

After viewing response team equipment we met with Jerry Skiles, Traffic Engineer for the City of Los Angeles. Mr. Skiles discussed the city-state agreements which have been used in the past on several ramp metering projects. This city-state agreement would allow compensation to the city for any added capacity requirements on the city streets due to ramp metering projects. According to Mr. Skiles, ramp metering rates have been adjusted by Caltrans to help clear city streets even though it may be higher than desirable metering rate for the freeway. The city has not received any negative response on ramp metering projects within the Los Angeles area. They have not received any negative response from residents along a city street where higher traffic volumes may be due to the ramp metering project nearby. He felt there was a good relationship between the city and state on these projects. Mr. Skyles indicated that there appears to be a higher bus-pedestrian accident rate since contra- flow lane has been added on Spring Street within the city of Los Angeles. This could be due in part because at the same time bus fleet was nearly doubled.

Later on in the afternoon Bob Goodell took us for a field review of the ramp metering bypass lanes. We observed bypass lanes on single lane ramp metering entrances as well as double lane ramp metering. On double lane ramp metering with an HOV lane bypass, there are three lanes merging into one lane before they enter into the freeway system. It is hard to believe that a merge from three lanes to one within 900 feet could operate well. These ramps seem to be operating very smoothly with no conflicts in the merge before the freeway entrance. The freeway system itself this evening again was operating at very good level of service and carrying a maximum number of vehicles at a very smooth flow with speeds of 50 to 55 mph easily maintained. We observed very few metered ramps that had back-ups anywhere near city streets. Most of the storage at the ramps would allow for minimum storage for eight to twelve vehicles.

On Wednesday morning we viewed the "Come Together" Program film. The "Come Together" Program is sponsored by the various transportation agencies in Southern California. The purpose of this program is to acquaint the public with the ride-sharing programs available to them. Ride sharing means riding a bus for other types of public transit as well as sharing a ride in a carpool or a vanpool. This program will be carried out through public meetings, media coverage, literature distribution, shopping center displays and at fairs.

We also viewed the ramp metering film prepared by the San Francisco District of Caltrans. For the remainder of the morning and the early part of the afternoon, we were given a detailed description of Caltrans effort to standardize traffic signal controller equipment. California has been working toward a more complete standardization of traffic control systems. They have adopted the Type 170 controller as a standard controller to be used at all traffic signal locations.

This controller is very versatile and maintenance free. The Type 170 controller is capable of performing all of the functions presently being performed by traffic controller cabinets including such things as timing overlaps, detector switching, coordination, railroad preempt, emergency vehicle preempt and bus preemption. The standard intersection program developed by California provides traffic signal control from two to eight phases with a minimum set-up required by a maintenance or operations personnel. The 170 controller is capable of detecting many types of malfunctions and revert to the safest possible operation considering the particular malfunction. The cost of these units have ranged from approximately $1,000 to $1,800 depending upon the quantity ordered. The only problem California is facing with these units at this time is the availability from the manufacturer. I am attaching a description of the efforts of California to standardize their traffic signal control equipment. This summary gives a brief description of the capability of the Type 170 controller unit.

js/pq

# A NEW APPROACH FOR TRAFFIC SIGNAL CONTROLLERS

by

Les Kubel, Caltrans

There are, at present, two major ongoing efforts to standardize traffic signal controller equipment. Although both efforts appear to be directed at solving similar problems, the conceptual approaches are very different. On one hand, an effort is being exerted by the Traffic Control System Section of the National Electrical Manufacturers Association (NEMA), and on the other hand by the States of California and New York. The NEMA group represents the industry approach to standardization with input from users (traffic engineers), while the California-New York alliance is a user's approach with inputs from other users and industry.

California began its standardization efforts in the mid-sixties by requiring interchangeability of loop detector amplifiers. This was later extended to include load switches, flashers, flash transfer relays and conflict monitors. Since 1970, California has been working toward a more complete standardization on a total system concept. That is, that the total cabinet and all its removable component parts will be interchangeable. The most recent efforts in conjunction with the State of New York have resulted in the adoption of the type 170 controller as the standard controller to be used by the State of California.

To better understand the differences in the two approaches, we must analyze what is to be gained by standardization. A primary concern to the user is keeping his intersection operating in a safe and effective manner. This relates not only to the operational capability of the unit, but also to its reliability and maintainability. Standardization will aid in improving reliability by allowing production techniques to be used in the manufacture of the system. In the past, most traffic control cabinets were uniquely designed to meet any specialized needs of a given intersection. In fact, on many occasions, traffic control systems for very similar intersections were radically different because the individual systems were designed by different designers. This means that standard test procedures and quality assurance techniques could not be developed and each system had to be individually evaluated. The reliability of a design cannot be adequately evaluated within the economic frame work of the traffic industry on the basis of a unique system.

It has often been asked, "We can put a man on the moon, why can't we build a controller that will work reliably?" The answer to that question is that we can, but standardization must be achieved if it is to become within the present economic constraints on this industry.

Standardization enhances the maintainability of this equipment not only by increasing reliability, but also by reducing the amount and different kinds of spare equipment required. Additionally, the level of knowledge required for field and bench repair may be reduced if all intersections are identical from a hardware standpoint.

The NEMA approach to standardization is to standardize the hardware and create a number of standard black boxes which will allow the specific needs of a given intersection to be met by uniquely configuring each cabinet. Although this goes a long way toward achieving the goals of standardization, it still places each system in the category of a unique design. In other words, the crux of the industry's effort is that of a hardware systems house, which is a familiar role for the existing industry. This approach does not address itself to problems of delivery, timely replacement of knockdowns, or production quality control and acceptance testing on a system basis. One advantage of this approach is that only equipment providing the necessary functions required at a given intersection need be provided and wired into a cabinet. This would seem to be a cost advantage, but consideration must be given to the required additional design and testing effort as well as the increased potential for human error.

The California-New York approach to standardization is to incorporate all the necessary wiring in every cabinet and provide plug-in detectors and load switches as needed at a given intersection. No additional black boxes are normally necessary because these required functions are performed within the controller software. This offers the advantage that every cabinet is identical as well as all components being standard and interchangeable. The intersection is configured by software. A disadvantage of this approach is that software must be developed for unique intersections. Another disadvantage is that the proper software for any given intersection must be installed in a replacement controller. One big advantage is that if the requirements of an intersection change as the years go by, functional changes of the operation can be readily incorporated without regiring or replacing the controller assembly. Another advantage to this approach is that it allows bulk purchasing of traffic controllers.

Other advantages include reduced inventory of spare equipment, common equipment for a variety of functions, suitability to production quality control and acceptance testing techniques, and timely replacement of knockdowns.

The type 170 controller unit utilizes a standard connector (different from NEMA) with specific pins designated as inputs or outputs. Also, input/output interface levels are defined. This insures the interchangeability of this device.

Standardization has been achieved in the type 170 cabinet to the extent that all cabinets are totally interchangeable and all removable components within the cabinet are specified as standard and interchangeable. The interchangeable components include the detector units, load switches, conflict monitor, flasher, transfer relays, power supply and the air filter.

By using hardware which is standard and multifunctional, we can minimize the maintenance effort required. The inventory of spare parts can be minimized and the repair of damaged parts can be effected more easily by using the same hardware for many applications.

The 170 controller assembly is designed to be able to perform the following functions with no additional equipment required in the cabinet:

1. Local intersection control.
2. Local intersection control with coordination.
3. Diamond interchange intersection control.
4. Ramp metering control.
5. Master for typical interconnected systems.
6. Traffic census count stations.

The functions which the type 170 controller is capable of performing include all of the functions presently being performed by traffic controller cabinets including such things as timing overlaps, detector switching, coordination, railroad preemption, emergency vehicle preemption and bus preemption. It is also capable of performing many other functions not presently available in traffic controllers.

It can actuate changeable or extinguishable message signs in conjunction with the control operation. It can collect occupancy, count and speed data for transmitting to a central location or for storage on a cassette tape for future data reduction.

It can alter control sequences and/or interval timings dependent upon time of day and/or traffic conditions.

It will detect many types of malfunctions and revert to the safest possible operation considering the particular malfunction. For many years we have found it very difficult to maintain accurate and consistent vehicle detection. The type 170 controller unit will be programmed to recognize from input data that detectors have failed-on, failed-off, or do not compare as they should with other detectors in the system. The controller will be programmed to identify the failure and select the best available fall-back operating mode until help arrives.

Every effort is being made to standardize a few software packages. Although it requires a little more memory to provide more generally applicable software programs, memory costs are plummeting and the long term trade-off is very reasonable.

The standard intersection program developed by California provides traffic signal control, from 2 to 8 phases, with a minimum of setup required by maintenance or operations personnel. All phases have density operation capability. Four assignable pedestrian phases are provided.

In addition, to inputs for standard phase detectors, inputs are included for calling detectors and right turn detectors. Four right turn overlaps, two separate railroad preempts and four separate emergency vehicle preempts are also part of the standard quad software package.

The front panel of this unit utilizes a simple calculator type keyboard with a digital display. The manner in which parameters can be entered and displayed can be different depending upon the application. This is in sharp contrast to the traditional approach of a dedicated light and/or switch for every function. A simple set of instructions are contained on the front panel to describe the operation of the keyboard and display in a given application.

The Programmable Read Only Memory (PROM) module has been specified to be standard and removable from the front of the controller unit. The PROM module contains the program which tailors the controller unit to be a unique application. If it is necessary to replace a controller unit in the field, the PROM module can be removed from the replaced controller and placed in the new one. This eliminates the necessity of programming a replacement spare in the field. Only if a malfunction occurs in the PROM module, will reprogramming be necessary. This should be rare since the PROM module is very simple, and therefore should be very reliable.

Communications capability has been provided for in the 170 controller unit by means of a standard printed circuit board connector which will accept a standard and interchangeable modem. By providing this single connector wired into all controller units, special cabinet wiring or a unique controller model is not required for interconnected system applications. This same communications channel can be used for data collection at isolated locations.

TENTATIVE SCHEDULE FOR THE
REVIEW OF CALTRANS' RAMP
METERING PROGRAM IN THE
LOS ANGELES AREA BY:

Ernie Valach . . . . . FHWA

Ron Wolfe. . . . . ODOT (HQ)

Tom Schwab . . . . . ODOT Metro. Branch

Don Bergstrom. . . . . City Traffic Engr., Portland

OCTOBER 24, 25, and 26

MONDAY OCTOBER 23, 1978

11:00 Pick up at Western - Lv 900/Arrv 1058 - Flight 700F.Y.

12:00 Check into New Otani Hotel

Lunch

ROOM 2001

1:30 Meet with James Bell, Chief of Traffic Operations Branch East, and Al Mayfield-Chief of Traffic Operations Branch West. Meet with Dave Roper - Deputy District Director.

2:00 Overview of the District - Gary Bork

3:00 Tour of Operational Center - Dick Murphy

4:00 Field Review of Ramp Metering - Alex Dunnet

Return to New Otani Hotel

Leave vehicle in visitors parking lot.

TUESDAY OCTOBER 24, 1978

| | | |
|---|---|---|
| | 6:30 | Pick up car in visitors parking lot and gas up |
| | 7:00 | Pick up Los Angeles Street entrance to the New Otani Hotel |
| | 8:00 | Review of San Bernardino Freeway Busway - Hank Harada |
| | 9:00 | Ramp metering discussion |
| ROOM 2001 | | Questions and answers - Alex Dunnet |
| | 10:00 | |
| ROOM 4004 | 11:00 | Slide show on ramp-metering |
| | 11:30 | |
| | 12:00 | Lunch |
| | 12:30 | |
| Room 1004 | 1:00 | Incident Response Team<br>Review of special equipment } Bob Zimowski<br>Alternate routes<br>Planned Lane Closures - Al Iwamasa |
| | 2:00 | Meet with Jerry Skiles-Los Angeles City Traffic Dept. |
| Room 1200 City Hall | 3:00 | |
| | 4:00 | Field Review of ramp-metering/bypass lanes - Bob Goodell |
| | 5:00 | |

WEDNESDAY OCTOBER 25, 1978

| | | |
|---|---|---|
| | 6:30 | |
| | 7:00 | |
| | 8:00 | |
| ROOMS 2001 + 204 | 9:00 | Come together program . . . . *Film on Come Together Program |
| | 10:00 | Ramp metering film |
| | 11:00 | Introduction of ramp-metering to the community |
| | | Agreements with local agencies. |
| | 12:30 | Lunch |
| | | Return to airport - Flight 606 FYK - Lv 3:00 p.m. |

STATE OF OREGON

INTEROFFICE MEMO

Technical Services DEPT. 238-8231 TELEPHONE

TO: DISTRIBUTION

DATE: December 27, 1978

FROM: TOM SCHWAB
Trans. Analysis Engineer

SUBJECT: Notes on Trip to Los Angeles to Observe Ramp Metering Operations

NOTED
E. S. HUNTER

Attached are some notes on the high points of a recent trip made by Ernie Valach, Don Bergstrom, Ron Wolfe and myself to the Los Angeles area for the purpose of observing ramp-meter operations. The on-site observation was very helpful in gaining a better understanding of the technique of freeway control.

We were exposed to several other areas of traffic operation and control which I would like to share with you. These include busway-HOV lanes, rapid response to incident removal and the direction CALTRANS is taking toward standardization of traffic control systems.

If you would like a further explanation in any of these areas please let me know.

pq

Attachment

DISTRIBUTION:

| | | |
|---|---|---|
| F. B. Klaboe | J. H. Versteeg | Ron Wolfe |
| R. N. Bothman | E. L. Hardt | Don Bergstrom |
| H. S. Coulter | Don Adams | Ernie Valach |
| E. S. Hunter | Jim McClure | |
| L. E. George | M. J. Klotz | |

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F. B. KLABOE

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Communications capability has been provided for in the 170 controller unit by means of a standard printed circuit board connector which will accept a standard and interchangeable modem. By providing this single connector wired into all controller units, special cabinet wiring or a unique controller model is not required for interconnected system applications. This same communications channel can be used for data collection at isolated locations.

1980 Multnomah Co. Pavement 9163
Parking Proj. #2 on county rds.

Smead®
No. 2-152-5L
ASTINGS, MN - LOS ANGELES
AN OH - McGREGOR, TX U. S A.

C&A 7156 11-2-79

S. GOVERNMENT PRINTING OFFICE: 1974 — 732 - 628

cc: OSHD (Coulter)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

# FINAL ACCEPTANCE REPORT

nig

| REGION NO. | REPORT NO. | COUNTY | DIVISION |
|---|---|---|---|
| 10 | 2 | Multnomah | Oregon |
| **DATE OF REPORT** | **REPORT MADE BY** | | **PROJECT NO.** |
| 5-3-82 | Thomas P. Lowe, Area Engineer | | PMS-000S(79) |
| **COMPLETION DATE** | **ACCEPTANCE DATE BY CONTRACT AGENCY** | **TIME ELAPSED** | **CONTRACT TIME** |
| 8-24-81 | 12-11-81 | 70 % | 100 |
| **APPROVED EXTENSIONS** | **LOCATION** | | |
| None | see below | | |

*The PR-47, Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds, has been submitted.
*A copy of the State's materials certificate is attached to the Division office copy of this report.
There is compliance with section 1.23 of the Regulations pertaining to encroachments on the right-of-way.

**REMARKS:** *The project has been completed in reasonably close conformity with the approved plans and specifications including authorized changes and extra work.*

RECEIVED
STATE HWY ENGR
MAY 12 '82
REFER TO
cy Kiesig
FOR
Info | Inves | R/D | D/R | Sign | Act | File

MULTNOMAH COUNTY PAVEMENT MARKING PROJECT NO. 2

The project provides for thermoplastic pavement markings to be placed at various locations in Multnomah County.

Random checks were made of markings in Gresham and eastern Multnomah County.

Only 121 of 175 allowable days were needed to complete the project.

The work appears to be in substantial conformance with the plans and specifications.

The final estimated cost is $167,020.45, which is 15.6% below the authorization.

NOTED
W. E. SCHWARTZ

*NOTE: Not applicable for direct federal projects.

| ACCEPTANCE OF PROJECT IS RECOMMENDED | | ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION | |
|---|---|---|---|
| SIGNATURE | | SIGNATURE Signed By G. R. HOSSNER Field Operations Engineer | |
| TITLE Area Engineer | DATE 5-3-82 | TITLE Field Operations Engineer | DATE |

FORM FHWA-1446 B (12-73) FORMERLY PR-33E

Previous Editions of PR-33E Will Not Be Used.

9 —

Item L.

REPORT OF ACTION UNDER DELEGATED AUTHORITY BY

ASSISTANT STATE HIGHWAY ENGINEER

On behalf of the Commission and under authority delegated to me to accept contracts completed according to specifications, I accepted the following:

| Contractor and Contract No. | Section & County | Acceptance Date |
|---|---|---|
| Central Oregon Pavers, Inc. No. 9075 | Madras Prineville Hwy.-S. McMeen Co. Jefferson County | Dec. 8, 1981 |
| MOCON Corp. No. 9147 | S.E. 92nd Ave.-S.E. Lester Ave. Multnomah & Clackamas Counties | Dec. 9, 1981 |
| Kizer Excavating Co. No. 9209 | Dundee/Newberg Rd. @ SPRR X'ing Yamhill County | Dec. 10, 1981 |
| Maxwells Electric, Inc. No. 9130 | C.B.D. Traffic Signals (Portland) Multnomah County | Dec. 14, 1981 |
| Comco Const., Ore. Ltd. dba Salem Rd. & Driveway Co. No. 9274 | McLeod Lane N.E.-Oregon Electric Railroad Marion County | Dec. 16, 1981 |
| Electric Corp. No. 9243 | Clackamas Hwy. @ S.E. River Rd. (Milwaukie) Clackamas County | Dec. 15, 1981 |
| W.R. Grasle Co. No. 9166 | Walker Rd. @ Cedar Hills Blvd. (Beaverton) Washington County | Dec. 16, 1981 |
| Linnco Electric Co. No. 9230 | Santiam Hwy. @ Clay St. (Albany) Linn County | Dec. 15, 1981 |
| Traffic Marking Specialists, Inc. No. 9163 | Multn. Co. Pavement Marking Proj. No. 2 Multnomah County | Dec. 11, 1981 |
| F.L. Ward, Inc. No. 9236 | Diversion Canal (Joe Wright, Reeder, Spring Lake Rds.) Bridges Klamath County | Dec. 11, 1981 |
| Hamilton Electric, Inc. No. 9[illegible] | [illegible] Lane County | Dec. 18, 1981 |
| Rabler Bros., Inc. No. 9[illegible] | [illegible] Jefferson County | Dec. 24, 1981 |

| Contractor and Contract No. | Section & County | Acceptance Date |
|---|---|---|
| A.K. Lundmark & Son, Inc. No. 9286 | Deschutes River (Twin Bridges Rd.) Bridge Deschutes County | Dec. 29, 1981 |
| Hamilton Electric, Inc. No. 8918 | S.E. Monterey Ave.-S.E. Harmony Rd. Clackamas County | Dec. 29, 1981 |
| Douglas S. Coats, Inc. No. 9266 | Hay Canyon Creek Bridge Sherman County | Dec. 29, 1981 |
| A.K. Lundmark & Son, Inc. No. 9287 | Little Deschutes River (Masten Rd.) Bridge | Dec. 30, 1981 |
| Kniesteadt & Sons No. 9283 | Powder River (Beaver Creek Rd.) Bridge Baker County | Dec. 30, 1981 |
| Hertz Electric, Inc. No. 9181 | Cornell Rd. @ Murray Blvd. Washington County | Dec. 30, 1981 |

January 6, 1982

C. T. Keasey, P.E., P.L.S.
Asst. State Highway Engineer

9163

December 18, 1981

United Pacific Insurance Company
Fidelity & Surety Department
P. O. Box 1216
Tacoma, WA 98401

CON 5
#9163

Gentlemen or Ladies:

On December 15, 1981, we wrote to you concerning release of final payment on Contract No. 9163 awarded to Traffic Marking Specialists, Inc. for the Multnomah County Pavement Marking Project No. 2.

Final payment on this contract is $4,000.44 and the total contract amount is $167,020.89. No work was performed under force account.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

js
cc: Traffic Marking Specialists, Inc.
P. O. Box 02178
Portland, OR 97202

Corroon & Black of Oregon
P. O. Box 8699
Portland, OR 97207

bc: C. T. Keasey
Walt Hart
E. L. Hardt

FORM 81-728-5001

OREGON STATE HIGHWAY DIVISION

# FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

| | | |
|---|---|---|
| SECTION: MULTNOMAH COUNTY PAVEMENT MARKING PROJECT NO. 2 | | WEEK ENDING: OCTOBER 3, 1981 |
| | | SECTION PREFIX: 226-1004 |
| HIGHWAY: COUNTY ROADS | | COUNTY: MULTNOMAH |
| NAME OF JOB: MULTNOMAH CO. PAVEMENT MARKING PROJ #2 | KIND OF WORK: PAVEMENT MARKING | |
| CONTRACTOR: TRAFFIC MARKING SPECIALISTS INC. | CONTRACT NUMBER: 9163 | FEDERAL AID PROJECT NUMBER: FMS 0005079 |
| DATE OF CONTRACT: 07 / 01 / 80 | DATE WORK STARTED: August 11, 1980 | COMPLETION DATE: August 24, 1981 |
| AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN 0 SUPERVISION 0 | SPECIFIED WORK DAYS: 175 | WORK DAYS USED: 121 |
| | SPECIFIED CALENDAR DAYS | CALENDAR DAYS USED |
| | SPECIFIED COMPLETION DATE | PERCENT OF TIME ELAPSED: 69 |
| PROJECT AUTHORIZATION: $ 222,913.38 | ENGINEERING AUTHORIZATION: $ 17,675.95 | PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 81 |
| EXCLUSIVE OF ENGINEERING: $ 205,237.43 | ENGINEERING COST TO DATE: $ 12,882.89 | PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 81 |
| ESTIMATED COST OF COMPLETED PROJECT EXCLUSIVE OF ENGINEERING: $ 205,237.43 | PERCENT OF AUTHORIZATION: 73 % | DATE PROJECT WAS COMPLETED: August 24, 1981 |
| ESTIMATED PERCENT OVERRUN UNDERRUN: 0 % | | |

ESTIMATED PERCENT COMPLETE (ROADWORK)

| | [illegible] 700.00 | TRAF. PROT. 5083.70 | [illegible] | 12" PVT. LINE | [illegible] | PR [illegible] | SIGNAL AHEAD | STOP AHEAD | PED. X WALK | SCHOOL [illegible] |
|---|---|---|---|---|---|---|---|---|---|---|
| % | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 |
| | 27.00 | 1.45 | 70.00 | 180.00 | 165.00 | 165.00 | 150.00 | 200.00 | | |
| ESTIMATED QUANTITIES CONTRACT | 117 | 57,595.0 | 287 | 6 | 14 | 4 | 27 | 71 | | |
| TOTAL QUANTITIES CORRECTED TO DATE | 916 | 49,721.0 | 343 | 27 | 14 | 6 | 26 | 70 | | |
| ESTIMATED QUANTITIES MOVED OR PLACED TO DATE | 916 | 49,721.0 | 343 | 27 | 14 | 6 | 26 | 70 | | |
| [illegible] QUANTITIES | | | | | | | | | | |
| [illegible] QUANTITIES NECESSARY TO [illegible] | | | | | | | | | | |
| [illegible] | | | | | | | | | | |
| [illegible] | | | | | | | | | | |

BRIDGE NO.

PERCENT

| WEATHER | HOURS LOST |
|---|---|
| [illegible] AY | 0 |
| [illegible] AY | 0 |
| [illegible] AY | 0 |
| [illegible] | 0 |
| [illegible] | 0 |
| FRIDAY | 0 |
| SATURDAY | 0 |

Second Notification August 24, 1981

K

RECEIVED
OCT 5 1981
CONSTRUCTION
[illegible]

## GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

| | |
|---|---|
| SUNDAY | |
| MONDAY | |
| TUESDAY | |
| WEDNESDAY | |
| THURSDAY | |
| FRIDAY | |
| SATURDAY | |

## REMARKS

Project completed August 24th.

Semi-final estimate submitted to Region office Monday, September 28th.
Final weekly report

SIGNED J. W. Nance LOCATION PORTLAND

PRIME RESIDENT SUBMIT 2 COPIES WHEN BRIDGES AND GRADING BOTH ARE INVOLVED SUBMIT 3 COPIES

COM

DATE: October 9, 1980

TO: Oregon Transportation Commission

FROM:
H. S. Coulter
State Highway Engineer

SUBJECT: Request for Increased Project Authorization
Multnomah County Pavement Marking Project #2
Contract No. 9163

This federally funded pavement marking project is expected to exceed the amount authorized by $29,782, or 15.4 percent.

The amount of pavement marking was increased by $26,240 at the request of Multnomah County. Proportionate increases in the amounts estimated for project engineering and contingencies forecast the need for an additional $3,542. The project is presently anticipated to be completed in July of 1981.

The entire increased cost will be federally funded.

It is recommended that the authorization for this project be increased by $29,782 to a new total of $222,912.98. This matter will be on the consent calendar for the October 21 meeting.

WR:mk jh
bc: F. B. Klaboe
R. W. Gormsen
C. T. Keasey
V. E. Skoog
E. L. Hardt
George Bell

STATE OF OREGON

INTL OFFICE MEMO

Highway Construction — DEPT

378-6318 — TELEPHONE

FILE: CON 5 #9163

TO: H. S. Coulter
State Highway Engineer

DATE: October 8, 1980

FROM: O. B. Jackmond
Contract Administration Engineer

SUBJECT: Request for Increased Project Authorization
Multnomah County Pavement Marking Project #2
Contract No. 9163

Multnomah County requested that the number of thermoplastic pavement markings on the project be increased substantially. The added work will cost $26,240 in payments to the contractor.

As the contract work is presently only 53 percent complete with a July 1981 anticipated completion date, the estimated amounts for contingencies and engineering have been increased proportionately to the added work. The total increased cost is estimated to be $29,782 or 15.4 percent.

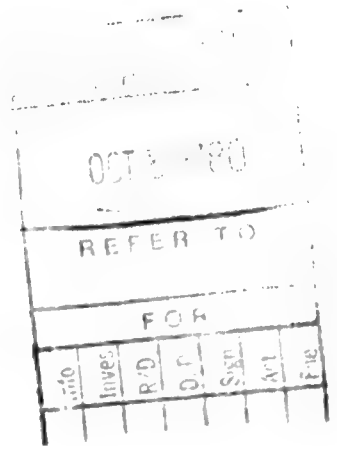
A rough draft letter to the Transportation Commission is attached as is a copy of the Expected Overrun of Project Authorization form.

OBJ:WR:fr

Att.

cc: E. L. Hardt
James McNamee
Robert Church

OK IR



U. S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

# LETTER OF APPRO..L AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO.
PMS-000S(79)

STATE PROJECT NO.
See below

FROM:
G. L. Green, Division Administrator
Salem, Oregon

PROGRAM NO.

ITEM NO.
80292

COUNTY NAME
Multnomah

PROGRAM STAGE (Check)
☐ 1. ☐ 2.

TO:

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

RECEIVED
STATE HWY ENGR
JUN 11 '80
REFER TO
FOR
Info | Inves | R/D | D/R | Spec. | Act | File

| DATE PS&E APPROVED | DATE AUTHORIZATION EFFECTIVE | FEDERAL ROUTE NUMBER |
|---|---|---|
| 6-4-80 | 6-4-80 | Non-Federal-aid |
| | | STATE ROUTE NUMBER: County Roads |

GENERAL LOCATION:
Multnomah County Pavement Marking Project #2

GENERAL DESCRIPTION OF WORK:
Pavement Marking

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☐ PREPARATION
☐ OTHER (Specify)

☐ ACQUISITION OF RIGHT-OF-WAY
CONSTRUCTION - ADVERTISE FOR RECEIPT
☒ OF BIDS
☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

Mr. Swan's June 2, 1980 request and certifying statements are accepted.

PS&E documents for the subject project have been reviewed and are approved at a total estimated cost of $435,549.- **Federal Funds.**

A signed copy of the Title Sheet is returned herewith.

| DATE | SIGNATURE OF APPROVING OFFICIAL | TITLE |
|---|---|---|
| 6-4-80 | J. K. Dawson | for Division Administrator |

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1970—721-918

STATE ENGINEER — DATE

TRA 16-2

STATE OF OREGON

INTEROFFICE MEMO

Highway - Traffic 378-6537

TO: D. O. Christensen
Final Design Engineer

ATTN:
Lyle Watson

DATE: May 2, 1980

FROM: L. E. George
Traffic Engineer

SUBJECT: Multnomah County Pavement Marking Project
No. 2
County Roads

As discussed with members of your staff, we have reviewed the plans for the subject project and recommend the following changes:

1. The plans show 71 locations for the legend "School X Walk". This legend should be changed to "School Crossing".

2. The plans show one location (two legends) for the legend "Signal X Walk". These are to be installed east and west of 134th on Foster Road. This legend does not convey a meaningful message to the driving public. There is not a traffic signal at 134th and Foster; therefore, we recommend that this legend not be installed.

L. E. George
Traffic Engineer

DRW:jrb

cc: R. N. Bothman

Work Copy

Contains
Recycled
Materials
81-125-1387

ENVIRONMENTAL REVIEW CHECKLIST

ALL CLEAR 4/30/80
Donald L. Bunt

June 26,
~~May 29~~, 1980 Bid Letting _____ All Clear Deadline

SECTION Multnomah Co. Pavement Marking
Highway _____
County Multnomah Region I
Type of Work Pmvt' Marking Funds PMS
State ___ Consultant ___ Plans Avail. ___ Yes ___ No

| | Not Required | Required | Mitigation Required | Mitigation/Plans | ALL CLEAR |
|---|---|---|---|---|---|
| DOCUMENTS: | | | | | |
| EIS | | | | | |
| Negative Declaration | X | | | | |
| Project Assessment | | | | | |
| Write-off Letter | X | | | | |
| PERMITS: | | | | | |
| Division of State Lands | X | | | | |
| D.O.G.M.I. | X | | | | |
| Corps of Engineers | X | | | | |
| Coast Guard | X | | | | |
| Co. Conditional Use | X | | | | |
| NPS Air Pollution | X | | | | |
| NPS Water Pollution | X | | | | |
| CULTURAL: | | | | | |
| Cultural Survey | X | | | | |
| Cultural Salvage | | | | | |
| NOISE: | | | | | |
| Noise Study | X | | | | |

Non-major

U.S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

# LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO.
PMS-000S(79)

STATE PROJECT NO.
See below

COUNTY NAME
Multnomah

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

**FROM:**
Mr. G. L. Green
Division Administrator

PROGRAM NO.

ITEM NO.
80292

**TO:**
Mr. H. S. Coulter
State Highway Engineer
Salem, Oregon

| DATE PS & E APPROVED | DATE AUTHORIZATION EFFECTIVE | FEDERAL ROUTE NUMBER / STATE ROUTE NUMBER |
|---|---|---|
| | 11-20-79 | Non-Federal-Aid / County Roads |

**GENERAL LOCATION:**
Multnomah County Pavement Marking Project #2

**GENERAL DESCRIPTION OF WORK:**
Program Change

**YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW**

- ☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
- ☐ PRELIMINARY ENGINEERING FOR SURVEY AND PLAN PREPARATION
- ☒ OTHER (Specify) Program Change
- ☐ ACQUISITION OF RIGHT-OF WAY
- ☐ CONTRUCTION - ADVERTISE FOR RECEIPT OF BIDS
- ☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

**REMARKS**

As requested by Mr. Swan's PR-9 dated 8-10-79 I approve the program change adding to the program the construction phase - Pavement Marking Code #1030

RECEIVED
STATE HWY ENGR
NOV 23 '79
REFER TO
FOR
Info | Ltr | Sig | Init | Ack | Rtn | File

| DATE | SIGNATURE OF APPROVING OFFICIAL | TITLE |
|---|---|---|
| 11-20-79 | G. K. Hansen | for Division Administrator |

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR 1240 (REV 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1976—626-787

9165

November 2, 1979

Mr. Oliver Domreis
Multnomah County Engineer
2115 S.E. Morrison
Portland, OR 97214

AGR 4

MISC. CONTRACTS and
AGREEMENTS No. 116

Dear Mr. Domreis:

Attached for your files is a fully executed copy of a Letter of Understanding for the installation of thermoplastic pavement markers on various county roads.

We are retaining a fully executed copy of this Letter of Understanding for the Transportation Commission's files.

Sincerely,

C. W. Head
COMMISSION SERVICES

kkr

Attachment
bc: Don Harwell (agreement attached)

MULTNOMAH COUNTY OREGON

DIVISION OF PLANNING AND DEVELOPMENT
2115 S.E. MORRISON
PORTLAND, OREGON 97214
(503) 248-3591

(Engineering Services Section)

DONALD E. CLARK
COUNTY EXECUTIVE

October 9, 1979

Jon Rose, Regional Engineer
Oregon State Highway
Division of Transportation
5821 N.E. Glisan St.
Portland, OR 97213

Subject: Thermoplastic Pavement Markings Project - Multnomah County
Section 205, Title II - Highway Safety Act

Dear Sir:

We are transmitting three (3) copies of an agreement pertaining to the above project. These agreements have been signed by the County Executive and require the State to sign. Please return a fully executed agreement to this office to my attention and we shall forward a copy to the Board of County Commissioners.

Very truly yours,

OLIVER J. DOMREIS
County Engineer

Robert E. Johnson

Robert E. Johnson
Traffic Engineer

REJ:ms

Encls - Agreement (3)

From Metro Jon Rose | Date 10/10/79

To Buz Swan

(Program Mgmt.) Traffic Region 1

Comments: Attached are 3 copies of the subject agreement, signed by County officials and approved by the Metro Administrator. Please forward for processing.

Jon Rose

AN EQUAL OPPORTUNITY EMPLOYER

STATE OF OREGON

INTEROFFICE MEMO

Highway-Traffic DEPT. 378-6537 TELEPHONE

TO: D. H. Moehring
Assistant State Highway Engineer
Project Management Branch

DATE: August 7, 1979

FROM: L. E. George
Traffic Engineer

SUBJECT: PS & E Approval
Title II Section 205
Multnomah County Pavement Marking Project No. 2
PMS-000S(79)

Please secure PS & E approval from the Federal Highway Administration for the subject project based on the following estimate:

| | |
|---|---|
| Mobilization | $ 3,000 |
| Temporary Protection & Direction of Traffic | 30,000 |
| Temporary Signs | 3,000 |
| Thermo Plastic | 343,000 |
| Subtotal | $380,000 |
| Engineering & Contingencies 40% | 150,000 |
| TOTAL | $530,000 |

L. E. George
Traffic Engineer

RHB:jrb

cc: Jon Rose

REFERRED TO
Beard Stoudenmeyer
Cole Sample
Eriksen Watson
Heger Dorn Leu
Return Discuss Do File Copy Due
FINAL DESIGN ENGINEER

Versteeg
Anderson
Christensen
Otton
Sullivan
Terpin
Trout
Wakerlig

RECEIVED
AUG 22 1979
ROAD DESIGN SECTION

Do Not File
Return To
Bring
Action

MULTNOMAH COUNTY OREGON

DEPARTMENT OF ENVIRONMENTAL SERVICES
2115 S E. MORRISON STREET
PORTLAND, OREGON 97214
(503) 248-5000

COUNTY COMMISSIONERS
DON CLARK, Chairman
DAN MOSEE
ALICE CORBETT
DENNIS BUCHANAN
MEL GORDON

December 12, 1978

PMS-0005(79)

Mr. Jon Rose, Regional Federal Aid Engr.
Oregon State Highway Division
5821 NE Glisan
Portland OR 97213

RE: County-Wide Thermoplastic Pavement Marking Project

Dear Mr. Rose:

We have completed our survey of pavement marking needs on arterial streets in Multnomah County. We are submitting a summary of the pavement marking needs along with maps showing the locations of the individual markings.

Will you please approve this project so that we may proceed to advertise for bid for these pavement markings and have them installed using hot thermoplastic material applied in accordance with Oregon State Highway Division specifications.

The total estimate of $343,155.00 is based on $5.00 per square foot submitted in our initial project request.

Attached is a summary of the number and different types of pavement markings compiled in our survey.

Very truly yours,

OLIVER J. DOMREIS
County Engineer

Robert E Johnson

ROBERT E. JOHNSON
Traffic Engineer

REJ:im

U.S. DEPARTMENT OF TRANSPORTATION — FEDERAL HIGHWAY ADMINISTRATION

# LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO.: PMS-0005(79)

STATE PROJECT NO.: See below

COUNTY NAME: Multnomah

PROGRAM STAGE (Check): ☐ 1. ☐ 2.

**FROM:**
G. L. Green, Division Administrator
Salem, Oregon

PROGRAM NO.:

ITEM NO.: 80292

**TO:**

Mr. F. B. Klaboe, Chief of Operations
Oregon Department of Transportation
State of Oregon
Salem, Oregon

| DATE PS & E APPROVED | DATE AUTHORIZATION EFFECTIVE | FEDERAL ROUTE NUMBER | STATE ROUTE NUMBER |
|---|---|---|---|
| | 5/30/78 | Various | County Roads |

**GENERAL LOCATION:**
Multnomah County Pavement Marking Project #2

**GENERAL DESCRIPTION OF WORK:**
Preliminary Engineering

**YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW**

PRELIMINARY ENGINEERING TO DETERMINE
- ☐ LOCATION ONLY
- PRLIMINARY ENGINEERING FOR SURVEY AND PLAN
- ☒ PREPARATION — TEC $5,500
- ☐ OTHER (Specify)

- ☐ ACQUISITION OF RIGHT-OF WAY
- CONTRUCTION - ADVERTISE FOR RECEIPT
- ☐ OF BIDS
- ☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND / OR FORCE ACCOUNT BASIS

**REMARKS**
As requested in Mr. Swan's 5/18/78 letter.

| DATE | SIGNATURE OF APPROVING OFFICIAL | TITLE |
|---|---|---|
| 5/30/78 | G L Green | for Division Administrator |

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR 1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE 1976-626-787

9163

# Highway Safety Products, Inc.

MATERIALS FOR HIGHWAY SAFETY AND TRAFFIC CONTROL

March 20, 1978

Mr. Edward L. Hardt, Regional Engineer
9200 SE McLoughlin Boulevard
Milwaukie, OR

Re: Portland Pavement Marking Project No 2, Various Highways, Multnomah County

Dear Mr. Hardt:

I would like to bring to your attention the fact that the above mentioned job under 648.33 application of type "A" thermoplastic material "The width of pavement markings specified shall be applied in one or two applications" etc.

Highway Safety Products Inc. sells equipment that can achieve a 24" wide line so that you can obtain what the specifications require.

This equipment is available for sale through our firm.

I might add that the only way you will get a decent arrow, legend, or crosswalk is with this type of equipment.

If I can answer any questions or assist you in any way, please call.

Very truly yours,

HIGHWAY SAFETY PRODUCTS, INC.

Jerry Rieker
President

CC/James McNamee, Resident Engineer
James Jones, Resident Engineer's Office
Bob Parker, Resident Engineer's Office
E.S. Hunter, Deputy State Highway Engineer
Don Bergstrom, City Traffic Engineer

RECEIVED
TECHNICAL SERVICES
MAR 25 '78
REFER TO
FOR

103 NELSON PLACE, P.O. BOX 88259 – TUKWILA STATION, SEATTLE, WASHINGTON 98188, (206) 228-6970

1980 Troutdale-Sandy R. Br. Sec. 9164
of the Crown Pt. Hwy. in & near
Troutdale. (Bikeway & overlay)

Smead
No. 2-152-5L
...NGS, MN - LOS ANGELES
...GAN OH - McGREGOR, TX U S A

file L 7

REPORT OF ACTION UNDER DELEGATED AUTHORITY BY

ASSISTANT STATE HIGHWAY ENGINEER

On behalf of the Commission and under authority delegated to me to accept contracts completed according to specifications, I accepted the following:

| Contractor and Contract No. | Section and County | Acceptance Date |
|---|---|---|
| Cascade Const. Co.,Inc. No. 9164 | Troutdale-Sandy River Br. Multnomah County | April 10, 1981 |
| Morse Bros., Inc. No. 9076 | Grand Ronde-Wallace Bridge Polk County | April 10, 1981 |
| Hamilton Electric, Inc. No. 8849 | SW 20th St. @ SW Court Pl. (Pendleton) Umatilla County | April 13, 1981 |
| Dirt & Aggregate Interchange, Inc. No. 9182 | SE Powell Blvd. Parking Lots "A" & "B" Multnomah County | April 13, 1981 |
| Don Haisch Const., Inc. No. 9093 | Banfield Interchange Multnomah County | April 15, 1981 |
| C. H. Stinson, Inc. No. 9060 | Maupin-Sherman Hwy. Jct. Wasco County | April 15, 1981 |
| Fabricators, Inc. No. 9003 | Black Canyon Cr.-Harper Jct. Malheur County | April 21, 1981 |
| Poe Asphalt Paving, Inc. No. 9117 | Ritter Jct.-Long Creek Grant County | April 28, 1981 |

May 7, 1981

C. T. Keasey
Asst. State Highway Engineer

April 29, 1981

The Travelers Indemnity Co.
Surety Department
707 S.W. Washington Street
Portland, OR 97205

CON 5
#9164

Gentlemen:

On April 14, 1981, we wrote to you concerning release of final payment on Contract No. 9164 awarded to Cascade Construction Company, Inc. for work on the Troutdale-Sandy River Bridge Section of Crown Point Highway in Multnomah County.

The total contract amount is $90,725.46. No work was performed under force account.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

jas
cc: Cascade Construction Company, Inc.
P. O. Box 4267
(Foot of SW Abernethy)
Portland, OR 97208

Don Reger and Company
200 Market Building
Portland, OR 97201

bc: C. T. Keasey
Walt Hart
E. L. Hardt

FORM 734-3001

OREGON STATE HIGHWAY DIVISION

# FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

| | | |
|---|---|---|
| SECTION: Troutdale-Sandy River Br. | | WEEK ENDING: 12-13-80 |
| | | SECTION PREFIX: 826-1123 |
| HIGHWAY: Crown Point | | COUNTY: Multnomah |
| NAME OF JOB: Troutdale - Sandy River Bridge | KIND OF WORK: Bikeway and Overlay | |
| CONTRACTOR: Cascade Construction Co., Inc. | CONTRACT NUMBER: 9164 | FEDERAL AID PROJECT NUMBER: State |
| DATE OF CONTRACT: July 1,1980 | DATE WORK STARTED: July 11,1980 | COMPLETION DATE: Oct. 25,1980 |
| AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN 0 SUPERVISION: 0 | SPECIFIED WORK DAYS | WORK DAYS USED |
| | SPECIFIED CALENDAR DAYS: 120 | CALENDAR DAYS USED: 103 |
| PROJECT AUTHORIZATION: $ 115,517 | SPECIFIED COMPLETION DATE: - | PERCENT OF TIME ELAPSED: 86 |
| EXCLUSIVE OF ENGINEERING: $ 106,357 | ENGINEERING AUTHORIZATION: $ 9,160 | PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100 |
| ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 94,893 | ENGINEERING COST TO DATE: $ 7,900 | PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 100 |
| ESTIMATED PERCENT UNDERRUN: 11 % | PERCENT OF AUTHORIZATION: 86 % | DATE PROJECT WAS COMPLETED: Oct. 25,1980 |

## ESTIMATED PERCENT COMPLETE (ROADWORK)

| CLEARING | DRAINAGE | GRADING | BASE | OIL AND/OR PAVE. | MAT'L. PROD | | |
|---|---|---|---|---|---|---|---|
| | | 100 | | 100 | | | |

| | GRADING | SURFACING | MAINTENANCE MATERIALS | OIL & BITUMINOUS MACADAM | PAVING |
|---|---|---|---|---|---|
| MILES IN PROJECT | | | | | |
| MILES PARTIALLY COMPLETED | | | | | |
| MILES COMPLETED | | | | | |
| TOTAL ESTIMATED QUANTITIES (CONTRACT) | | | | | |
| TOTAL QUANTITIES CORRECTED TO DATE | | | | | |
| ESTIMATED QUANTITIES MOVED OR PLACED TO DATE | | | | | |
| AVERAGE DAILY QUANTITIES | | | | | |
| AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME | N/A | | | | |
| NUMBER OF SHIFTS PER DAY | 0 | | | | |
| HOURS PER SHIFT | 0 | | | | |

EQUIPMENT USED DURING THE WEEK: None

## ESTIMATED PERCENT COMPLETE (STRUCTURES)

| BRIDGE NO. | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| PERCENT | N/A | | | | | | | |

| | | WEATHER | WORK DAYS CHARGED | HOURS DELAY | CAUSE OF DELAY |
|---|---|---|---|---|---|
| SUNDAY | 7 | Fair | 0 | 0 | |
| MONDAY | 8 | Fair | 0 | 0 | |
| TUESDAY | 9 | Fair | 0 | 0 | |
| WEDNESDAY | 10 | Overcast | 0 | 0 | |
| THURSDAY | 11 | Cloudy | 0 | 0 | |
| FRIDAY | 12 | Cloudy | 0 | 0 | |
| SATURDAY | 13 | - | 0 | 0 | |

RECEIVED
DEC 15 1980

| GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK | |
|---|---|
| SUNDAY Dec. 7 | No Activity. |
| MONDAY Dec. 8 | No activity this week. Contract work complete. |
| TUESDAY Dec. 9 | |
| WEDNESDAY Dec. 10 | |
| THURSDAY Dec. 11 | |
| FRIDAY Dec. 12 | |
| SATURDAY Dec. 13 | |

**REMARKS**

Summary: No activity. Semi final estimate submitted to Region office 12-12-30. Final weekly report.

SIGNED Marshall T. Stanley Jr.
Roy T. Heinz, Res. Eng'r

LOCATION Portland

PRIME RESIDENT SUBMIT 2 COPIES WHEN BRIDGES AND GRADING BOTH ARE INVOLVED SUBMIT 3 COPIES

SP*F216

716-1

125

ROAD DESIGN SECTION DES 16-1

Roy T. Heinz
Resident Engineer

January 14, 1981

Fred Eriksen
Fred Eriksen
Design Engineer Supervisor

Troutdale-Sandy River Bridge Section
Crown Point Highway
Multnomah County

This letter is to acknowledge receipt and review of the construction narrative report on the subject project.

The review was made by me and the designer assigned to the project.

FE:ja

cc Ed Hardt

STATE OF OREGON
HIGHWAY DIVISION - ODOT

INTEROFFICE MEMO

TO: F I L E

DATE: June 24, 1980

FROM: H. S. Coulter
State Highway Engineer

SUBJECT: Footpaths and Bicycle Trails
June 26, 1980 Bid Letting

This is an informational report to document the Highway Division's action taken with regard to establishing footpaths and bicycle trails as set forth in ORS 366.514. Bids will be opened June 26, 1980, on the following projects:

1. Columbia River (Astoria) Bridge
   Oregon Coast Highway
   Clatsop County
   Painting

   Footpaths or bicycle trails are not incorporated in this section as no new highway construction, reconstruction or relocation is involved.

2. Bachelor Rock Production
   Century Drive Highway
   Deschutes County
   Aggregate Crushing

   Same as No. 1.

3. Coast Fork Willamette River Bridge
   Willamette Highway
   Lane County
   Painting

   Same as No. 1.

4. Pacific Highway East @ 'D' Street (Hubbard)
   Marion County
   Traffic Signals

   Same as No. 1.

5. Sandy Boulevard @ 50th and 70th Avenues (Portland)
   Multnomah County
   Traffic Signals

   Same as No. 1.

Contains Recycled Materials

6. Oregon Coast Highway @ 4th Street (Tillamook)
   Tillamook County
   Traffic Signals

   Same as No. 1.

7. Coquille and Myrtle Point Pavement Marking
   City Streets
   Coos County
   Pavement Marking

   Same as No. 1.

8. Libby Drive-Tarheel Creek
   FAS A429
   Coos County
   Paving

   Twenty-four-foot roadway with three-foot aggregate shoulders

   Footpaths and bicycle trails will not be established under this project as per ORS Chapter 366, Section 2, subsection 2(b), which states, "footpaths and trails are not required to be established . . . if the cost of establishing such paths and trails would be excessively disproportionate to the need or probable use."

9. N.W. Dorian Drive-N.W. Verde Drive (Ontario)
   N.W. 4th Avenue
   Malheur County
   Grading and Paving

   Two twelve-foot travel lanes, two ten-foot parking lanes. Four-and-one-half-foot sidewalks being constructed for pedestrian and bicycle traffic.

10. 12th Street S.E.-Ewald Avenue S.E. (Salem)
    Madrona Avenue and Pringle Road
    Marion County
    Grading and Paving

    Six-foot pedestrian-bikeway and extruded curb to be constructed on one side of Madrona Avenue and Pringle Road.

11. Boardman (N. Main Street)
    Morrow County
    Paving

    Eleven-foot travel lanes with ten-foot shoulders available for pedestrian and bicycle use.

Footpaths and bicycle trails will not be established under this project as per ORS Chapter 366, Section 2, subsection 2(c), which states, "footpaths and trails are not required to be established . . . where sparsity of population, other available ways or other factors indicate an absence of any need for such paths and trails."

12. Arterial Street Overlay (Portland)
City Streets
Multnomah County

Same as No. 1.

13. Hayden Island-N.E. Broadway Street (Portland)
Pacific Highway
Multnomah County
Paving and Signals

Interchange Improvement. Six-foot sidewalks for pedestrian and bicycle use to be constructed or revised at Jantzen Beach Interchange. Other locations, same as No. 11.

14. Multnomah County Pavement Marking No. 2
County Roads
Multnomah County
Pavement Marking

Same as No. 1.

15. Troutdale-Sandy River Bridge
Crown Point Highway
Multnomah County
Paving

Twelve-foot travel lanes with a six-foot pedestrian-bikeways on both sides.

16. Catherine Creek (Wilkinson Road) Bridge
County Road
Union County
Structure.

Twenty-seven-foot, six-inch roadway on structure.

Same as No. 11.

17. Walker Road at Cedar Hills Blvd. (Beaverton)
Washington County
Traffic Signals.

Interchange improvement. Existing sidewalks and bikeway being reconstructed in kind.

18. N.E. Columbia Blvd.-N.E. Weidler Street (Unit 3)
Pacific Highway East
Multnomah County
Grading and Paving

Six-foot-six-inch sidewalks to be constructed or existing sidewalks matched. Pedestrian median islands and curb cuts being constructed.

RPS:ge

cc: E. S. Hunter
D. G. Talbot
L. E. George
F. E. Terpin
George Bell
Don Harwell

1-80/125

# ENVIRONMENTAL REVIEW CHECKLIST

ALL CLEAR 5/28/80
Donald L Bant

June 26, 1980 Bid Letting _____ All Clear Deadline

SECTION Troutdale-Sandy River
Highway _____
County Multnomah Region I
Type of Work Overlay Funds State
State ___ Consultant ___ Plans Avail. ___Yes ___No

| Not Required | Required | Mitigation Required | Mitigation/Plans | ALL CLEAR | |
|---|---|---|---|---|---|
| DOCUMENTS: | | | | | |
| X | | | | | N/A No Fed Funds |
| EIS | | | | | |
| X | | | | | |
| Negative Declaration | | | | | |
| X | | | | | |
| Project Assessment | | | | | |
| X | | | | | |
| Write-off Letter | | | | | |
| PERMITS: | | | | | |
| X | | | | | |
| Division of State Lands | | | | | |
| X | | | | | |
| D.O.G.M.I. | | | | | |
| X | | | | | |
| Corps of Engineers | | | | | |
| X | | | | | |
| Coast Guard | | | | | |
| X | | | | | |
| Co. Conditional Use | | | | | |
| X | | | | | |
| NPS Air Pollution | | | | | |
| X | | | | | |
| NPS Water Pollution | | | | | |
| CULTURAL: | | | | | |
| X | | | | | |
| Cultural Survey | | | | | |
| X | | | | | |
| Cultural Salvage | | | | | |
| NOISE: | | | | | |
| X | | | | | |
| Noise Study | | | | | |

1-ECN/172

STATE OF OREGON
Highway - Traffic

INTEROFFICE MEMO
TRA 16-4

TO: D. O. Christensen
Final Design Engineer
ATTN: Fred Eriksen

DATE: May 23, 1980

FROM: L. E. George
Traffic Engineer

SUBJECT: Bikeway Signing
Troutdale-Sandy River Bridge Section
Crown Point Highway
Multnomah County

As requested, we have reviewed the proposed construction and sign plans for the above-named project.

We find that the signing and pavement stencil plan far exceeds our standards. Our recommendations are shown on the marked up plan returned with this letter.

We note that the project description calls for a six-inch fog line. Our standard is an eight-inch white fog line to separate a bikeway from the main travel way.

We also note that between Station 536+00 and Station 539+50 there is a two-way bike way on the right shoulder. This must be separated by a curb.

L. E. George
Traffic Engineer

ELS:ds
Attachments

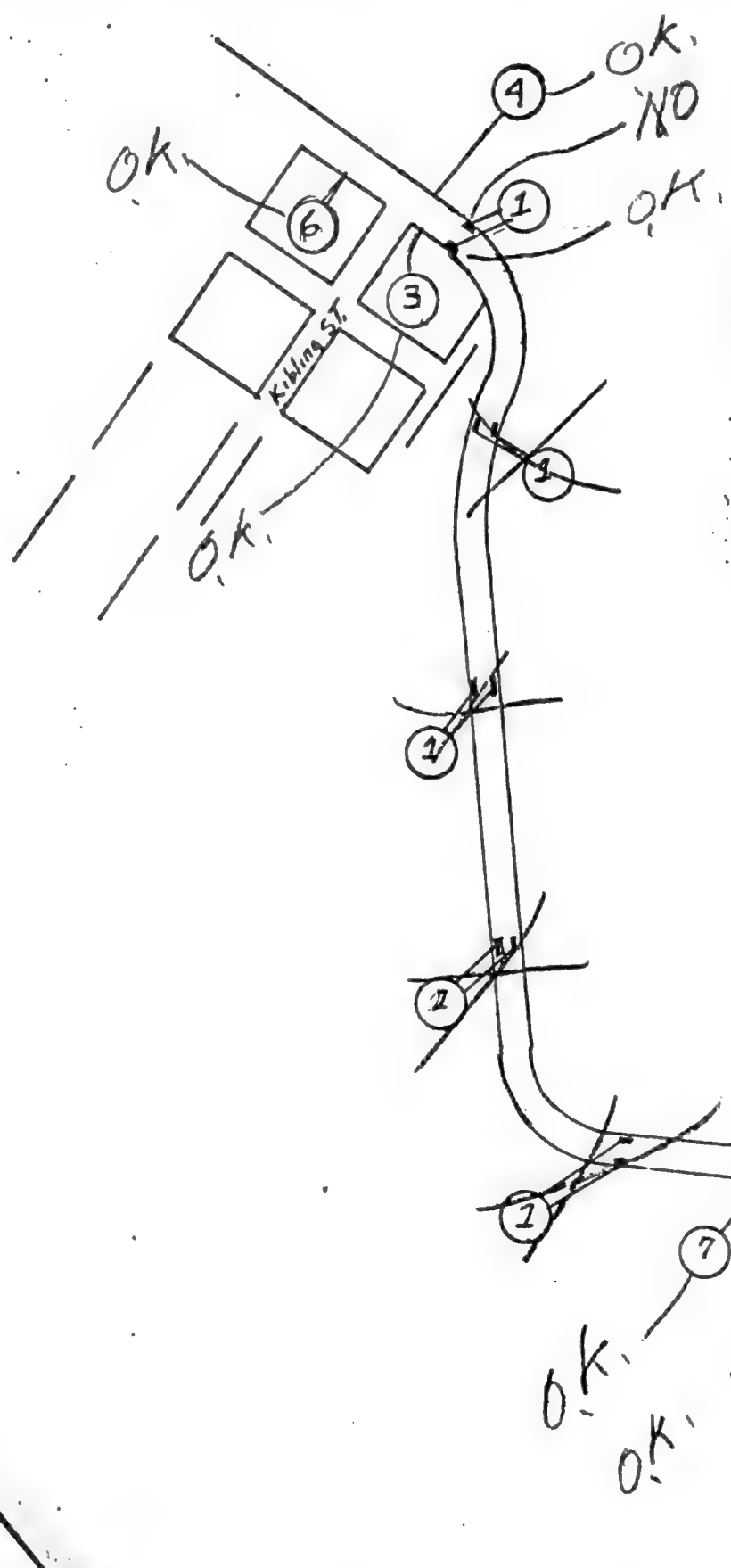
cc: E. L. Hardt
D. E. Shaffer
E. J. Dunn

REFERRED TO
Beard Stoudenmeyer
Cole Mann
Eriksen Watson
Hager Dorn Lau
Return Discuss Do File Copy Due
BY FINAL DESIGN ENGINEER

RECEIVED
ROAD DESIGN SECTION

Contains Recycled Materials
81.125.1387

SP*75683-125



LANE

BIKE

①

②

③

④

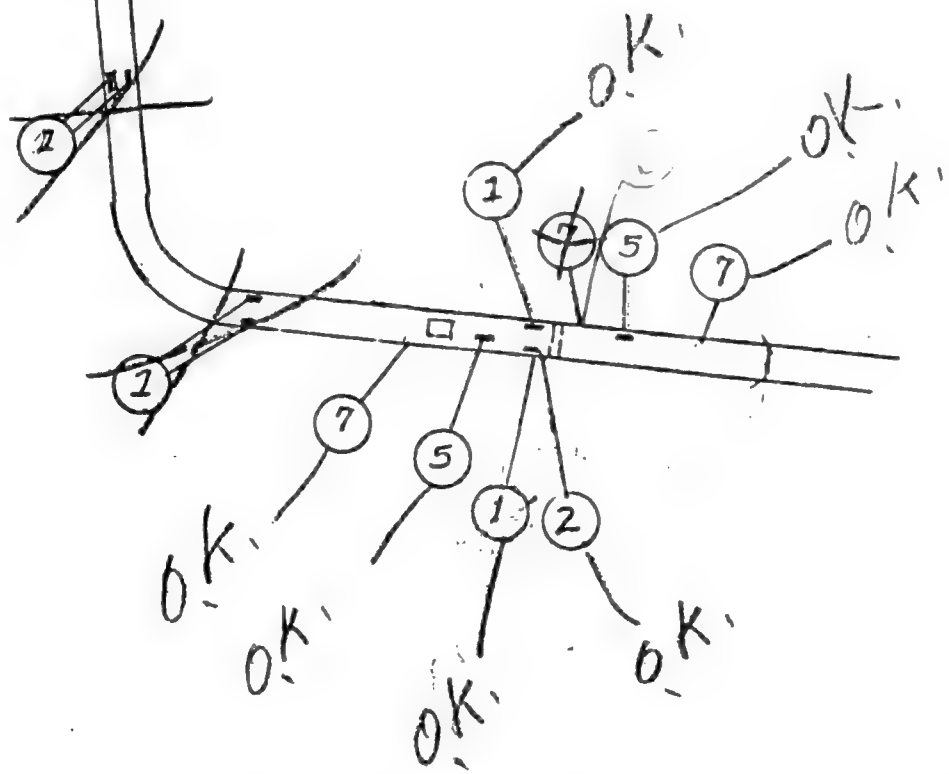
XING

BIKE

⑤

⑥

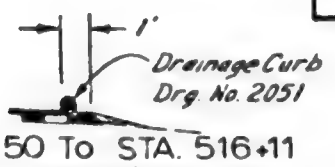
⑦




Stripping

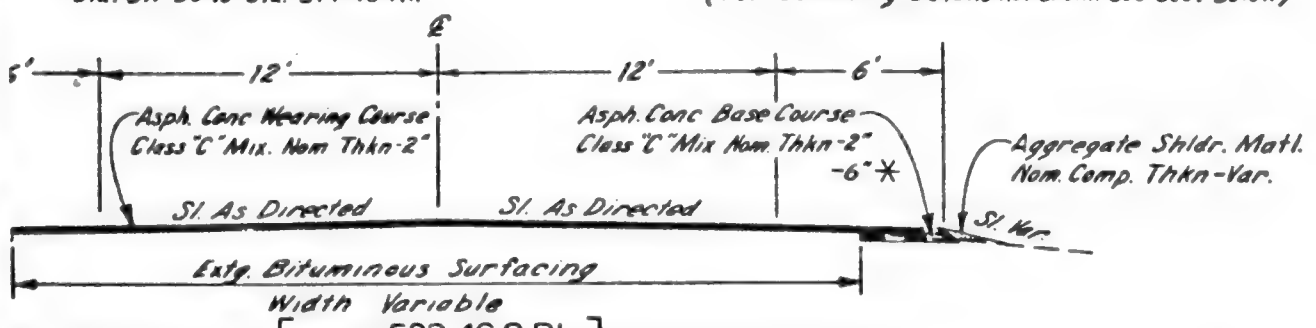
# 'ICAL SECTIONS

| TROUTDALE ~ SANDY RIVER BRIDGE SEC. CROWN POINT HIGHWAY MULTNOMAH COUNTY | | | | SHEET No. |
|---|---|---|---|---|
| HD ROAD Dv. No. | STATE | PROJECT NUMBER | FISCAL YEAR | TOTAL SHEETS |
| 10 | OREGON | | | See Index |

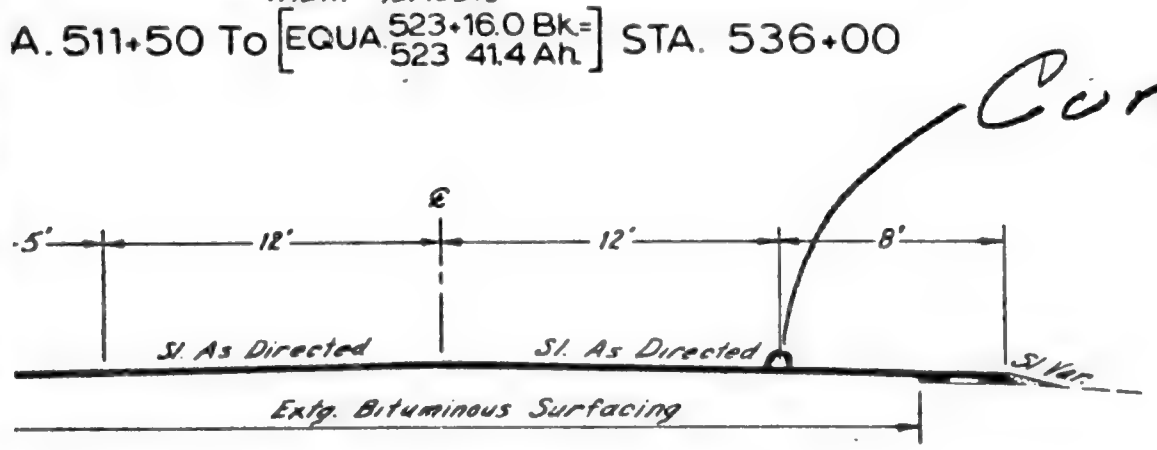



* Sta. 511+50 To Sta. 512+78 Lt.
Sta. 511+50 To Sta. 514+78 Rt.

STA. 511+50 To STA. 516+11
(For Surfacing Details Not Shown See Sec. Below)




A. 511+50 To [EQUA 523+16.0 Bk = 523 41.4 Ah] STA. 536+00




STA. 536+00 To STA. 539+50
(For Surfacing Details Not Shown, See Section Above)

Signing: The existing signing on the project will remain in place. Additional signing designating bike lanes and bike crossing has been included.

Striping: New striping will include 6" foglines, 4" yellow skip center line and no passing lines as required. Pavement markings will include symbols for bike crossing in travel lanes, one-way bike lanes in bikeways at 500' intervals, and two crosswalks, (one at Kibling Street and one at Sta. 536 at the park entrance.

6"x6" buttons are available for shoulder stripes but they are not included. These can be ordered from George Ritchie, c/o American Clay Forming Plant, Tyler, Texas. (6" ceramic white reflector jiggle bar tile #DA 500-1). The cost of the buttons in January, 1979 was $3.15 each. Installation of buttons by State forces cost $4.70 in place. Estimated need to complete project on 30' centers is 190.

Illumination: The existing illumination would remain in place.

Utilities: The utilities on the project consist of power, telephone, water, sanitary sewer, and natural gas. The power, telephone, and illumination share the same poles except from the beginning of the project to Sta. 514 where power and illumination are on the right and telephone is on the left. The poles continue down the left side crossing to the right side at Sta. 530. They then run on the left side to the end of the project.

Adjustments will be needed on sewer manholes and gas and water valves. Two sewer manholes that fall in bikepaths have been included as a bid item. The two water valves and one gas valve have been left for the utilities to adjust.

Material Source: Commercial suppliers.

Cost Estimate: Time on equipment rental has been estimated. $5,000.00 has been estimated for use in widening the Beaver Creek structure. Striping estimate was made from "Notice 1978" with an inflation factor of 16% per year added.

Total estimate includes engineering and contingencies (25%).

js
4/11/80

PRO 6

STATE OF OREGON

# INTER OFFICE MEMO

TO: H. S. Coulter
State Highway Engineer

DATE: April 22, 1980

FROM: D. H. Moehring
Asst. State Highway Engineer

SUBJECT: Finance Approval

The Troutdale-Sandy River Bike Path Project is not included in the new Six-Year Program. This one-half mile project will provide a place for bicyclists to ride out of the automobile traffic lanes. Attached is a sketch map showing the location of the proposed project.

The estimated cost of the preliminary engineering and construction is $90,000. This project is part of our continuing effort to use 1% of the highway revenue for bicycle trails and footpaths as required by statute.

Because we need to expend these funds in order to meet the Legislative requirement before July 1, 1980, we request you secure telephonic approval from the Commission Chairman.

DES:pf
Attachment

cc: F. E. Terpin

APPROVED
STATE HIGHWAY ENGINEER
DATE: 4/22/80

RECEIVED
STATE HWY ENGR
APR 22 '80
REFER TO
FOR

printed on recycled paper
1-125-1287

# OREGON STATE HIGHWAY DIVISION
## PROJECT REQUEST

A. IDENTIFICATION:

Date: 3/31/80

Proposed Section: Troutdale-Sandy River

Region: 1

Highway: Crown Point — St. Hwy. No. 125 M.P. 1.29 to M.P. 1.85 Length: 0.56

County(s): Multnomah (Attach Sketch Map)

Recommended Construction Date: Prior to June 30, 1980 Proposed 6 YP No

Method of Doing Work: Contract X — St. Force ____ Other ____

B. FINANCING

| | Section | Year | Funds Available |
|---|---|---|---|
| Postpone ☐ | Troutdale-Sandy River | Current 6 YP No | Yes |
| | | Recommend | |
| Cancel ☐ | | Current 6 YP | |
| | | Recommend | |

If not one of the above - Recommended Financing: State (Bike fund)

FAI ☐ , FAP ☐ , FAS ☐ , ST. CONST. ☒ , OTHER ☐ ____

C. ROADWAY & TRAFFIC

| | Width | | | Structures | | Extg. Traffic (Year 1978) | | Proj. Traffic (Year ) | |
|---|---|---|---|---|---|---|---|---|---|
| | No. Lanes | Pvmt. | Shldrs. | Walks | No. | Tot. Lng. | ADT | Service Level | ADT | Service Level |
| Existing Facility: | 2 | | Ø | Ø | 1 | | 2000 | B | | |
| Proposed Facility: | 2 | | 6' | Ø | Widen Exist Str. 6' | | | | | |

D. DEFINE THE PROBLEM:

No place to ride bicycles out of traffic lane

E. PROPOSED SOLUTION:

Add shoulders for use by bicycles

F. REASON FOR REQUEST AT THIS TIME:

Need to expend fund prior to June 30, 1980

G. COST ESTIMATE

| | | |
|---|---|---|
| Roadway Work | $75,000 | $ 75,000 |
| R/W (Approx: No. of Parcels ____, Acres ____, Any Reloc. ____). | | N/A |
| Structures | $10,000 | 10,000 |
| Other (Define) ____ | | |
| Preliminary Engineering (By Whom) Region 1 | | 5,000 |
| | TOTAL | $ 90,000 |

H. REQUESTED BY: Frank Terpin P.E.P.
Region Engineer or Section Head

Approval/Disapproval H. C. Crumpacker 4/22/80
State Highway Engineer Date

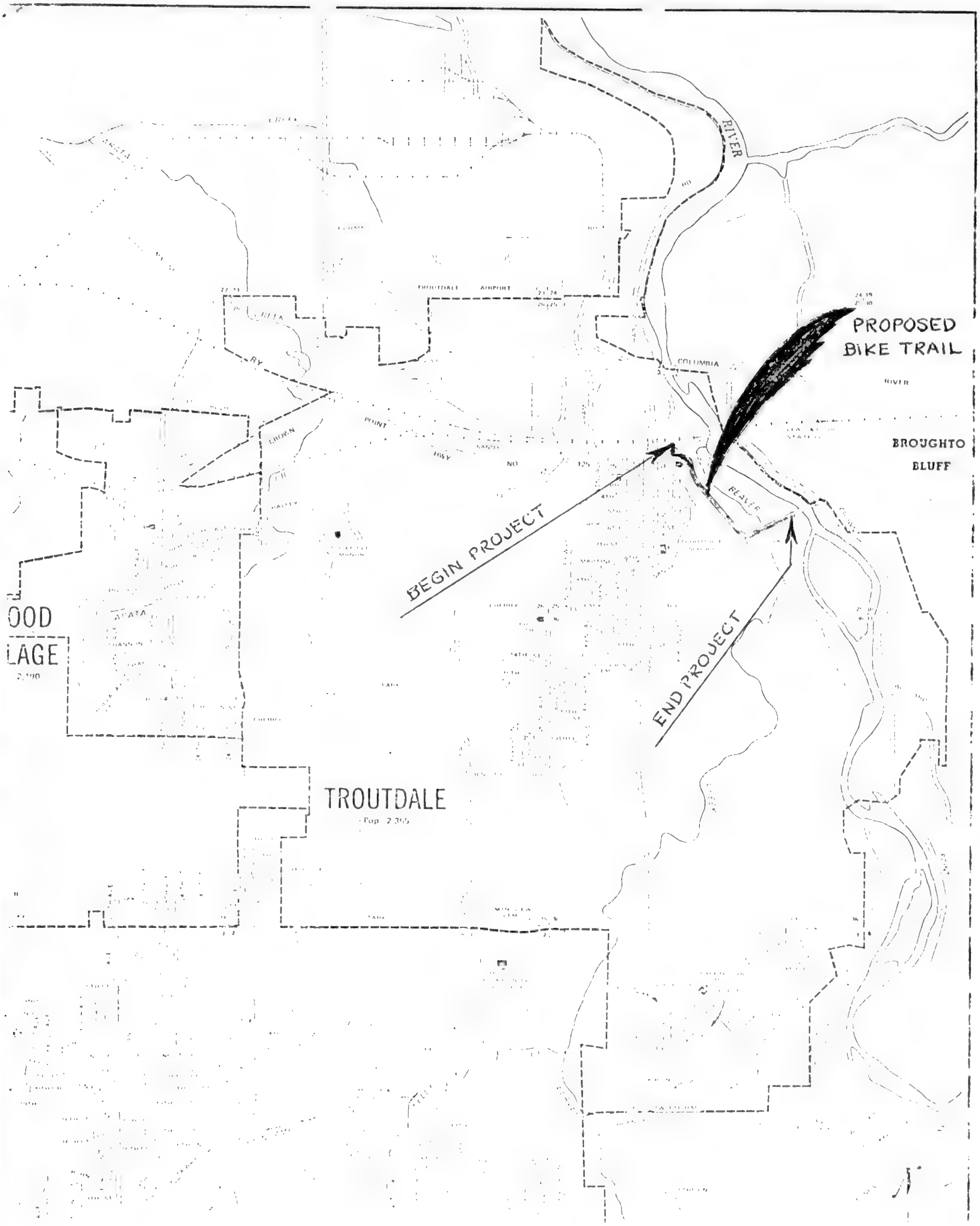
Approval/Disapproval ____
Asst. Director for Operations Date

Oregon Transportation Commission

Approval Date In Program

Remarks & Action Taken:

Form 734-1386 (3-78)


PROPOSED
BIKE TRAIL
BEGIN PROJECT
END PROJECT
TROUTDALE
Pop 2,365
BROUGHTO
BLUFF
RIVER
COLUMBIA
TROUTDALE AIRPORT
POINT
BEAVER
OOD
LAGE

STATE OF OREGON
LOCATION SECTION

INTEROFFICE MEMO

LOC 3

TO: H. S. Coulter
State Highway Engineer

DATE: March 10, 1980

FROM: D. E. Shaffer
Bicycle Route Engineer

Subject: Authority for Survey
Crown Point Highway near Troutdale

Last year, we had a request from the City of Troutdale to provide a bicycle path from the city center south and east along the Crown Point Highway to the city park on the banks of the Clackamas River.

We told them at that time that if we had a need to spend additional "bike funds" this fiscal year, we would pursue the project. We have the need and would like to use bike money to build shoulders on this section of state highway.

With your approval, we will proceed with the survey.

DES:ja

Attachment

RECEIVED
STATE HWY ENGR
MAR 11 '80
REFER TO
FCR
Info | Inves | R/E | D/A | Sec. | Act. | File

Shaffer — Should authorize the request for the survey authority is positive and should proceed as soon as [illegible] Coulter

.39 (Rev. 9-71)

OREGON STATE HIGHWAY DIVISION

# AUTHORITY FOR SURVEY

Section Kibling Street - Sandy River (Troutdale) Date March 3, 1980

Highway Crown Point #125 Authorization No. 1

County Multnomah #26 Survey Prefix 826-14 (Assigned by Salem office)

Description of termini, route, length, etc.: Along the existing Crown Point Highway from Kibling Street to Sandy River within the city of Troutdale, total length 0.5 miles.

Purpose of survey: To prepare Plans, Specifications, & Estimate to construct a bikew along the existing Crown Point Highway. All work to be in existing R/W.

Estimate of Costs:

| | | |
|---|---|---|
| Resident Engineer | (901) | $4,000 |
| Final Design | (905) | 2,000 |
| Specifications | (921) | 1,000 |
| Adm. Serv. (Eng.) | (922) | 50 |

INSTRUCTIONS

Submit four copies to Salem. After approval by the Assistant State Highway Engineer, one copy will be sent to the Regional Engineer and one copy to the Resident Engineer.

**This form does not constitute authority for making survey until approved and returned.**

Submit separate order for each survey.

RECEIVED MAR 7 1980 LOCATION SECTION

Total estimated cost of survey . . . . . $7,050

Previous authorization . . . . . .

Additional authorization requested . . . . . .

Additional authorization approved (Salem) . . . . . .

Total all authorizations approved (Salem) . . . . . .

Requests made by: Phillip V. Lewellyn
Costs & Records Engineer
Field Engineer

Recommended for Approval:
Frank E. Urbain
Location Engineer

Recommended for Approval:
Regional Engineer

Approved:
Assistant State Highway Engineer

SP*23604-734

1980 Catherine Ck. (Wilkinson Rd.) Br. on County Rd. #115 (Structure) 9165

C&A 7/63 10/3/79

**OREGON STATE HIGHWAY DIVISION**

REVISED

**ITEMIZED STATEMENT OF FINAL COSTS** **DATE:** December 23, 1981

COUNTY UNION **Contract No.** 9165 **Date Completed** 10-21-80

**PROJECT #** BROS-3100(3) **Section** Catherine Creek (Wilkinson Road) Bridge

**PAYMENTS TO CONTRACTOR**

| ITEM | TOTAL COST |
|---|---|
| PRELIMINARY ENGINEERING: | ALL PARTIC. |
| Resident Engineer | $ 6,595.46 |
| Final Design | 513.13 |
| Soils & Geology | 669.18 |
| Utility Liaison | 206.38 |
| Reconnaissance Hydrology | 853.19 |
| Project Management | 87.39 |
| Specifications | 1,487.77 |
| Admin. Services Engineer | 71.40 |
| Environmental | 51.58 |
| Foundation Investigation | 1,791.92 |
| Free Bridge Design | 2,100.83 |
| TOTAL P.E. COSTS | $14,428.23 |

COUNTY SHARE: ($14,428.23 - $2,100.83)(0.20) = ($12,327.40)(0.20)
= $2,465.48

| CONSTRUCTION: | 80% FED. PARTIC. | NON-PARTIC. (100% COUNTY) |
|---|---|---|
| Payment to Contractor | $ 94,541.00 | |
| Interest Paid to Contractor | | $14.18 |
| Construction Engineering | 12,239.67 | 16.35 |
| Project Management | 152.64 | |
| Construction Section | 62.46 | |
| Contract Accounting | 6.59 | 28.27 |
| TOTALS | $107,002.36 | $58.80 |

COUNTY SHARE CONST.: 20% ($107,002.36) + $58.80 = $21,400.47 + $58.80 = $21,459.27

| | | |
|---|---|---|
| County Share | P.E. | $ 2,465.48 |
| County Share | Construction | 21,459.27 |
| TOTAL COUNTY SHARE | | $23,924.75 |

– Roger Lang
12-28-81

**Reference: Billing Form**_____

FORM 734-1745

HIGHWAY DIVISION

Roger Lang
Region 5 Federal-Aid Specialist

December 10, 1981

D. E. Swan
Operation Programming Engineer

Catherine Creek (Wilkinson Road) Bridge
Final Billing

Included in the attached final billing documents is a copy of the letter (dated 6-27-80) requesting the County's advance deposit. Please note the error in estimated P.E. Costs ($13,500), and the estimated free bridge design costs ($6,000). Any benefit the County might have realized by P.E. being under the authorization was negated by the error in over estimating free bridge design. Consequently, our request for the $20,240 advance deposit probably misled the County; we should have requested more.

| PRELIMINARY ENGINEERING | AUTH. | ACTUAL |
|---|---|---|
| P.E. Authorization TEC (FHWA Approved 11-6-79) | $19,200 | $14,428.23 |
| Less: Est. Free Bridge Design | 6,000 | 2,017.55 |
| Basis for Computation of County Share P.E. | $13,200 | $12,410.68 |
| Estimated County Share P.E. & Advance Deposit 20% | 2,640 | 2,482.14 |

CONCLUSION: P.E. was $4,771.77 under authorization

| CONSTRUCTION | AUTH. | ACTUAL |
|---|---|---|
| Construction Costs TEC | $106,885.75 | $107,061.16 |
| Construction Engineering | 9,335.00 | 12,256.02 |

Total Construction, including Engineering was $175.41 over auth. estimate
Construction Engineering was $2,921.02 over auth. estimate

KEH:of
Attachments

HIGHWAY DIVISION

ACC

Jan Peterson
Contract Accounting

November 9, 1981

Ken Husby
Local Program Coordinator

Catherine Creek (Wilkinson Road) Bridge
BROS-3100(3)
Union County

As we discussed, please transfer the refund of excess advance deposit, in the amount of $2,862.48, from the Highway Fund to the County's LGIP Account No. 4691, so Union County may withdraw their funds.

The County is also expecting a check, in the amount of $640.00 as a refund for that portion of their P.E. advance deposit they paid by check.

| | |
|---|---|
| Total County Share: | $23,941.41 |
| Less: P.E. Advance Deposit Transferred to Highway Fund | 2,000.00 |
| To Be Paid from LGIP | $21,941.41 |
| Amount actually transferred from LGIP | 24,803.89 |
| REFUND TO LGIP | $ 2,862.48 |

KH:pf

Form 734-1191 (Rev. 5/77)

**OREGON STATE HIGHWAY DIVISION**

# REQUEST FOR OUTSIDE BILLING

(OR ADVICE OF CASH TRANSACTION)

| DATE | BILLING REQ. NO. | YOUR ORDER NO. |
|---|---|---|
| 11-6-81 | 81-53 | |

CREDIT DISTRIBUTION
231-1944-297
231-1006-297

**BILL TO:** Code:

Union County Court
Courthouse
LaGrande, Oregon 97850
Attn: Mr. Alvin Campbell, Roadmaster

| DESCRIPTION: (Describe the service rendered, location, etc. Refer to agreements, letters and orders by which payer authorized the service.) | QUANTITY | UNIT PRICE | TOTAL PRICE |
|---|---|---|---|
| FINAL BILLING Per Attached Itemized Statement:<br>BROS-3300(3)<br>Catherine Cr. (Wilkinson Road) Bridge Section<br>Union County<br>Agreement No. 7163<br>Contract No. 9165 | | | |
| TOTAL COST | | | $121,489.39 |
| Less Federal Funds | | | 97,144.47 |
| Less State Share Free Br. Design | | | 403.51 |
| County Share (P.E.$2482.14 + Constr.$21,459.27) | | | $ 23,941.41 |
| City Advance Deposit Cash: P.E. | $ 2,640.00 | | |
| LGIP: Construction | 33,000.00 | | 35,640.00 |
| REFUND DUE COUNTY | | | $ 11,698.59 |

Advance Deposit Amount ..... $ 2,640.00

Advance Deposit Previously Transferred to Highway Fund ..... $ 2,000.00

Balance ..... $ 640.00

Transfer to Highway Fund ..... $

Refund Due ..... $ 640.00

Partial or final request for billing FINAL

Number of the previous request in connection with this service.

Amount Due . . . . . $

Submitted by:
Ken Husby
Ken Husby

Approved:
D. E. Swan
D. E. Swan

SP*35736-734

**OREGON STATE HIGHWAY DIVISION**

**ITEMIZED STATEMENT OF FINAL COSTS** **DATE:** 11/6/81

COUNTY UNION **Contract No.** 9165 **Date Completed** 10-21-80

**PROJECT #** BROS-3100(3) **Section** Catherine Cr. (Wilkinson Rd.) Bridge

**PAYMENTS TO CONTRACTOR**

| ITEM | | TOTAL COST |
|---|---|---|
| Preliminary Engineering | | $ 14,428.23 |
| Payment to Contractor | | 94,555.18 |
| Construction Engineering | | 12,318.48 |
| Project Management | | 152.64 |
| Contract Accounting | | 34.86 |
| TOTAL COST | | $121,489.39 |
| Less: Free Bridge Design to County | $ 2,017.55 | |
| Bal. Federal Funds for P.E. | 9,928.54 | |
| Federal Funds for Construction | 85,601.89 | $ 97,547.95 |
| COUNTY SHARE | | $ 23,941.41 |

PRELIMINARY ENGINEERING
(all participating)

TOTAL P.E. 14428.23
Less Free Br Dsg ~~2017.55~~
Basis for County Share 12410.68
20%

P.E. COUNTY SHARE $ 2482.14
~~2465.41~~

CONSTRUCTION

Participating:

| | |
|---|---|
| Payment to Contr. | 95541.00 |
| Engr. | 12239.67 |
| Proj. Mgmt | 152.64 |
| Constr. Sect. | 62.46 |
| Contr. Accounting | 6.59 |
| constr. partic. | $ 107,002.36 |
| county share 20% = | 21,400.47 |

Non Participating:

| | |
|---|---|
| Payment to Contr (Interest) | 14.18 |
| Engr. | 16.35 |
| contr. Acctng | 28.27 |
| constr. non-participating (100% county) | 58.80 |

COUNTY SHARE CONSTR. # 21,459.27

**Reference: Billing Form** 81-53

21459.27
2482.14

FORM 734-1745

TOTAL COUNTY SHARE # 23,941.41

U.S. Department of Transportation
**Federal Highway Administration**

# Memorandum

THE OREGON DIVISION - SALEM

Subject: Final Voucher Payment

Date: September 29, 1981

From: Division Administrator

Reply to Attn. of: HAM-OR/120.3

To: Mr. H. Scott Coulter, State Highway Engineer
Oregon State Highway Division

Final vouchers on the following Federal-aid projects have been approved for payment in the amount submitted:

| Contract | | | | |
|---|---|---|---|---|
| PE | 320-1949 | M 1145(1) | $ 0.00 | 29th Ave. - Alder St. (Eugene) Amazon Pk |
| 9157 | 506-1960 506-1069 | RS A429(1) | 0.00 | Sibley Drive - Tarbell Cr Section |
| PE | 508-1925 | RS A 301(1) | 0.00 | S Bank Chetco River Rd. U Xing Section |
| 9030 | 119-1058 | RS-SR 170(3) | 0.00 | Douglas Slide - Nevada State Line |
| | 231-1944, 231-1006 | BROS 3100(3) | 0.00 | Cotterlin Creek (Wilkinson) Rd. |

Original Signed By
G. W. GRAY
Financial Manager

Dale E. Wilken

SEP 30 1981

| | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|
| 231 | 1937 | 293 | 00 | N | 9 | | | 3,873.86 | |
| 231 | 1937 | 901 | 00 | P | 1 | | | 9.36 | |
| 231 | 1937 | 901 | 00 | N | 1 | | | 767.78 | |
| 231 | 1937 | 905 | 00 | P | 1 | | | 273.92 | |
| 231 | 1937 | 906 | 00 | P | 1 | | | 4.76 | |
| 231 | 1937 | 914 | 00 | P | 1 | | | 419.76 | |
| 231 | 1937 | 918 | 00 | P | 1 | | | 44.48 | |
| 231 | 1937 | 920 | 00 | P | 1 | | | 563.24 | |
| 231 | 1937 | 921 | 00 | P | 1 | | | 38.48 | |
| 231 | 1937 | 922 | 00 | P | 1 | | | 63.00 | |
| 231 | 1937 | 923 | 00 | P | 1 | | | 2,185.76 | |
| | | TOT | P1 | | | | | 8,235.04 | |
| | | TOT | N1 | | | | | 9.36 | |
| | | ** JOB TOTALS | | | | ** | ** | 8,244.40 | ** |

CATHERINE C(WILKINSON) BR CONT NO * FA PROJ NOS BROS100003 100 STATE

| | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|
| 231 | 1944 | 296 | 00 | | | | | 2,611.20 | |

AUGUST 1981 PAGE 459

| | | | | | | CURRENT MONTH | FISCAL YEAR TO DATE | GRAND TOTAL TO DATE | |
|---|---|---|---|---|---|---|---|---|---|
| 231 | 1944 | 292 | 00 | N | 9 | | | 16,153.78CR | |
| 231 | 1944 | 297 | 00 | N | 9 | | | 2,000.00 | |
| 231 | 1944 | 298 | 00 | N | 9 | | | 11,542.58 | |
| 231 | 1944 | 901 | 00 | P | 1 | | | 6,555.46 | |
| 231 | 1944 | 905 | 00 | P | 1 | | | 513.13 | |
| 231 | 1944 | 906 | 00 | P | 1 | | | 96.30 | |
| 231 | 1944 | 910 | 00 | P | 1 | | | 669.18 | |
| 231 | 1944 | 914 | 00 | P | 1 | | | 206.38 | 14,428.23 |
| 231 | 1944 | 918 | 00 | P | 1 | | | 853.19 | |
| 231 | 1944 | 920 | 00 | P | 1 | | | 87.39 | |
| 231 | 1944 | 921 | 00 | P | 1 | | | 1,487.77 | |
| 231 | 1944 | 922 | 00 | P | 1 | | | 71.40 | |
| 231 | 1944 | 923 | 00 | P | 1 | | | 51.58 | |
| 231 | 1944 | 926 | 00 | P | 1 | | | 1,778.90 | |
| 231 | 1944 | 927 | 00 | P | 1 | | | 2,017.55 | |
| | | TOT | 00 | | | | | 2,611.20 | |
| | | TOT | P1 | | | | | 14,428.23 | |
| | | TOT | N9 | | | | | 2,611.20CR | |
| | | ** JOB TOTALS | | | | ** | ** | 14,428.23 | ** |

BIG CR(BIG CR BR)BRIDGE CONT NO FA PROJ NOS BROS[illegible]0004 100 STATE

| | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|
| 231 | 1948 | 296 | 00 | N | 9 | 345.60CR | 1,907.43CR | 2,804.34CR | |
| 231 | 1948 | 298 | 00 | N | 9 | 345.60 | 1,907.43 | 2,804.34 | |
| 231 | 1948 | 901 | 00 | P | 1 | 52.43 | 833.41 | 2,093.60 | |
| 231 | 1948 | 914 | 00 | P | 1 | 138.91 | 138.91 | 138.91 | |
| 231 | 1948 | 918 | 00 | P | 1 | 2.68 | 1,591.46 | 1,591.46 | |

| | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | 230 | 1072 | | TOT | P1 | | | | | | | |
| | | | | ** JOB TOTALS ** | | ** | | ** | | | | |
| GRANDE RONDE R BRDG | CONT NO 8822 * FA PROJ NOS SOS 100002 100 | | | | | | | | | | STATE | |
| | 231 | 1001 | 201 | 00 | P 1 | | | | 180,611.60 | | 78 | 79 |
| | 231 | 1001 | 206 | 00 | N 1 | | | | 1.33 | | 79 | 79 |
| | 231 | 1001 | 296 | 00 | N 9 | | 95 48CR | | 185,3[illegible]4.0[illegible]CR | | 78 | 81 |
| | 231 | 1001 | 297 | 00 | N 9 | | | | 22,[illegible]7.00 | | 78 | 78 |
| | 231 | 1001 | 298 | 00 | N 9 | | 93 48 | | 163,[illegible]4.02 | | 78 | 81 |
| | 231 | 1001 | 900 | 00 | P 1 | | | | 9,3[illegible]0.40 | | 78 | 80 |
| | 231 | 1001 | 900 | 00 | N 1 | | | | 87.80 | | 78 | 79 |
| | 231 | 1001 | 920 | 00 | P 1 | | | | 17.1[illegible] | | 78 | 78 |
| | 231 | 1001 | 944 | 00 | P 1 | | | | 103.9[illegible] | | 81 | 81 |
| | 231 | 1001 | 950 | 00 | P 1 | | | | 229.51 | | 79 | 79 |
| | | | TOT | P1 | | | | | 190,377.65 | | | |
| | | | TOT | N1 | | | | | 89.13 | | | |
| | | | ** JOB TOTALS ** | | | ** | | ** | 190,466.78 | ** | | |
| CATHERINE CR(WILKINSON RD) | CONT NO 9165 * FA PROJ NOS BROS100003 100 | | | | | | | | | | STATE | |
| | 231 | 1006 | 201 | 00 | P 1 | | | | [illegible]4,541.00 | | 80 | 81 |
| | 231 | 1006 | 206 | 00 | N 1 | | | | 14.13 | | 81 | 81 |
| | 231 | 1006 | 296 | 00 | N 9 | | 89CR | | 10,[illegible]7.[illegible]CR | | 80 | 81 |
| | 231 | 1006 | 297 | 00 | N 9 | | | | 24,[illegible]3.[illegible] | | 80 | 81 |
| | 231 | 1006 | 298 | 00 | N 9 | | | | 35,[illegible]1.89 | | 80 | 81 |
| | 231 | 1006 | 900 | 00 | P 1 | | | | 12,239.67 | | 80 | 81 |
| | 231 | 1006 | 900 | 00 | N 1 | | | | 16.35 | | 80 | 81 |



TOTAL TO DATE JOB COST SUMMARY

| DESCRIPTION OF JOB OR DEPARTMENT | PREFIX | FUNCTION | GR | CURRENT MONTH | FISCAL YEAR TO DATE | GRAND TOTAL TO DATE | ACTIVE YRS | END |
|---|---|---|---|---|---|---|---|---|
| | 231 1006 | 920 | 00 P 1 | | | 1[illegible].[illegible]4 | [illegible]0 | [illegible]0 |
| | 231 1006 | 945 | 00 P 1 | | | 62.56 | 81 | 81 |
| | 231 1006 | 948 | 00 P 1 | | | 6.59 | 81 | 81 |
| | 231 1006 | 948 | 00 N 1 | 28 27 | 28.27 | [illegible]3.27 | 81 | 81 |
| | | TOT | P1 | | | 107,0[illegible].[illegible]6 | | |
| | | TOT | N1 | 28.27 | 28.27 | [illegible]3.80 | | |
| | | ** JOB TOTALS ** | | 28.27 ** | 28.27 ** | 107,0[illegible]1.16 ** | | |
| UPPER WHITE RIVER BRIDGE | CONT NO 9144 * FA PROJ NOS SOS 300001 100 | | | | | | STATE | |
| | 233 1027 | 201 | 00 P 1 | | | 123,241.00 | 80 | 81 |
| | 233 1027 | 206 | 00 N 1 | | | 17.35 | 81 | 81 |
| | 233 1027 | 296 | 00 N 9 | 112 85C | [illegible]5[illegible] 72CR | 17[illegible]2[illegible]7CR | [illegible]0 | [illegible]0 |
| | 233 1027 | 297 | 00 N 9 | | | 14,[illegible]3.[illegible]0 | [illegible]0 | [illegible]0 |
| | 233 1027 | 298 | 00 N 9 | 112 85 | [illegible]56.[illegible]2 | 118,[illegible]1.47 | 80 | 81 |
| | 233 1027 | 900 | 00 P 1 | | | 10,[illegible]5.15 | 80 | 81 |
| | 233 1027 | 900 | 00 N 1 | | | 2[illegible].04 | 80 | 81 |
| | 233 1027 | 920 | 00 P 1 | | | [illegible]0.[illegible] | 80 | 80 |

MEMORANDUM

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

# FINAL VOUCHER FOR PAYMENT UNDER 23 U.S.C. 117

| | |
|---|---|
| D.O. VOUCHER NO. | |
| STATE VOUCHER NO. | |
| DATE | |
| FHWA SCHEDULE NO. | |
| PAID BY | |

Appropriation:

The United States, Dr., TO State of Oregon, Treasurer

Address Capitol Bldg. - Salem, OR 97310

| | |
|---|---|
| STATE | FEDERAL AID PROJECT NO. |
| PROGRAM APPROVED Oregon | VOUCHER PERIOD I-5-3100(3) From: To: |

FINANCIAL DATA 11/ 0/79 5/4/81

| TOTAL ACTUAL COST | TOTAL PARTICIPATING COST | PRO-RATA OF PARTICIPATING COST CLAIMED FROM U.S. | TOTAL AMOUNT CLAIMED FROM U.S. | LESS PREVIOUS PAYMENTS | NET AMOUNT CLAIMED |
|---|---|---|---|---|---|
| | | | | | |
| $121,441.12 | $121,430.68 | 90% | $97,144.47 | $97,144.47 | $ 0.00 |

| | DATE | BY |
|---|---|---|
| RECEIVED IN FHWA DIVISION OFFICE | | |
| FHWA REVIEW PERFORMED | | |
| PASSED FOR PAYMENT | | Oregon |
| FORWARDED BY FHWA DIVISION OFFICE | | 5/14/81 |

V.E. Stagg, Controller

0.00

Form FHWA-1447A (4-78) PREVIOUS EDITIONS ARE OBSOLETE

STATEMENT OF COSTS INCURRED UNDER PROJECT AGREEMENT

| ITEM NO. | ITEM | QUANTITY | UNIT | UNIT PRICE | AMOUNT | NOTATIONS (Payee must not use this column) |
|---|---|---|---|---|---|---|
| | **Catherine Creek (Wilkinson) Road<br>County Road No. 115<br>Union County** | | | | | |
| | Preliminary Engineering<br>Type Code P.E.<br>State | All Required | | | $ 14,428.23 | |
| | Construction<br>Type Code X0804<br>Structure (Sta. 9+56 To Sta. 10+44)<br>Formal Contract Payment Summary | Lump Sum | | | 94,541.00 | |
| | Construction Engineering<br>State | All Required | | | 12 454.77<br>~~12,471.12~~ | |
| | Misc. Project Cost<br>EEO Monitoring Expense | All Required | | | 6.59 | |
| | Total Participating Cost | | | | ~~$121,446.94~~<br>12,430.59 | |
| | Nonparticipating Cost → Construction Engineering all Required | | | | 16.35 | 30.53 |
| | Interest on Final Payments | All Required | | | 14.18 | |
| | Total Project Cost | | | | $121,461.12 | |
| | Prepared based on Participating Costs as shown on Federal Billing as of 7/30/81. | | | | | |
| | Corrections per S. Williams 9-10-81<br>DD. | | | | | |
| | AMOUNT CARRIED FORWARD | | | | | |

STATE OF OREGON

| | | |
|---|---|---|
| Employee Development | Organization & Manpower Services | Transportation Policy & Program Development |
| Engineering (Design) | Parks & Recreation | Travel Information |
| Environmental | Permits & Weighmaster | Utilities |
| Equipment Shops & Stores | Personnel Operations | Metropolitan |
| Finance (DOT) | Photocopy | Region Number _____ |
| FHWA | Proj. Mgmt. & Operations Planning | District Number _____ |

ATTENTION:

Roger C. Lang, Regional Fed.-Aid Engr.

FROM:

Ellis H. Jones, Eugene

COMMENTS:

As per copy of your letter, the transfer of charges have been made.
This is for your information only.

Form 731-0022 (7/78) SP*70682-734

TO: Ellis Jones
Resident Engineer

SUBJECT: Engineering Charges
Catherine Creek (Wilkenson Rd.) Br.
Contract No. 9165, Prefix 231-1006
F.A. No. BROS - 3100(3)
Union County

In reviewing job costs for the above subject project it appears as though your office charged supplies to the prefix in the following amounts:

| | |
|---|---|
| Posted July 1980 | $ 52.95 |
| Posted August 1980 | 293.68 |
| Total | $346.63 |

It is felt some of these charges may be in error as the total amount for inspection by your office is $532.03.

As I indicated before, the State does not have any funds in this project and we must present a realistic billing to Union County. Please make the necessary transfer of charges to reflect an accurate billing by your office.

Roger C. Lang
Roger C. Lang
Region Federal Aid Engineer

RCL/dp

cc: D. E. Swan
Don Harwell
J. A. Schlieski

cy Swan
Harwell
Schlieski

# OREGON STATE HIGHWAY DIVISION

# REQUEST FOR TRANSFER OF COST DISTRIBUTION

ORIGINATING SECTION OR CREW: 080-49 Ellis H. Jones, Resident Engineer
SEND ORIGINAL TO ACCOUNTING SECTION

DATE OF REQUEST: 6-8-81

DATE OF ORIGINAL TRANSACTION: See below

NAME AND NUMBER OF ORIGINAL DOCUMENT (IF PAYROLL TRANSFER, INDICATE CREW NO.): See below

VENDOR'S NAME:

| DATE OR VOUCHER NO. | DESCRIPTION | CHARGE PREFIX | CHARGE FUNCTION | CHARGE SUB FUNC | CHARGE OBJECT | CHARGE P/N GROUP | CHARGE AMOUNT | CREDIT PREFIX | CREDIT FUNCTION | CREDIT SUB FUNC | CREDIT OBJECT | CREDIT P/N GROUP | CREDIT AMOUNT | CREW NO. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| P.O. H55410L Dis 7-24-80 | 5 ea 14" Files 5.38 ea. | 20-1032 | 400 | | 144 | P | 26 90 | 231-1006 | 400 | | 144 | P | 26 90 | |
| ✓ | 6 ea #5 File Handle 1.17 ea. | ✓ | ✓ | | ✓ | ✓ | 7 02 | ✓ | ✓ | | ✓ | ✓ | 7 02 | |
| ✓ | 4 ea Hanks Yellow Twine .67 ea | ✓ | ✓ | | ✓ | ✓ | 2 68 | ✓ | ✓ | | ✓ | ✓ | 2 68 | |
| P.O. H55712 Dis 8-8-80 | 2 ea E-2W Yellow Hard Hats 5.95 ea | ✓ | ✓ | | 148 | ✓ | 11 90 | ✓ | ✓ | | 148 | ✓ | 11 90 | |
| POI 48382 Dis 8-21-80 | 17x27 100 ea Canvas Bags 2.55 ea. | ✓ | ✓ | | 191 | N | 255 00 | ✓ | ✓ | | 191 | N | 255 00 | |
| | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | |
| | TOTAL | | | | | | 303 50 | | | | | TOTAL | 303 50 | |

REASON FOR THIS REQUEST:

Charges to Prefix 231-1006 made in error.

PREPARED BY: J R Lilly

APPROVED: Ellis H Jones

Form 734-1087 (Rev. 3/78)

SP*70617-734

Hal

Catherine Ct (Wilkinson Road) Bridge
Union County BROS 3100(3) Contract 9165
231-1944 231-1006

1. Does the County have to pay the State Lab charges for testing the ~~defective~~ prestressed beams (which repair was the contractors responsibility) when the feds refuse to participate in such charges.

2. Georgia, of the Co. Road Dept, is very concerned about the $3300.

Georgia
963-8686
ext 271

Hal

Catherine Ct (Wilkinson Road) Bridge
Union County BROS 3100(3) Contract 9165
231-1944 231-1006

1. DOes the County have to pay the State Lab charges for testing the ~~defective~~ prestressed beams (which repair was the contractors responsibility) when the feds refuse to participate in such charges.

2. Georgia, of the Co. Road Dept, is very concerned about the #3300.

Georgia
963-8686
ext 271

| | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| | | | | TOT | P1 | | | | | |
| | | | | TOT | N1 | | | | | |
| | | | | ** JOB TOTALS ** | | ** | | ** | | |
| CATHERINE C(WILKINSON) BR | CONT NO | | X | FA PROJ NOS | | 005100003 100 | | | | |
| | 231 | 1944 | | 2[illegible] | 00 | | | | | |
| | 231 | 1944 | | [illegible] | 00 | N 9 | | 4,[illegible] | CR | |
| | 231 | 1944 | | [illegible] | 00 | N 9 | | 2,[illegible] | | |
| | 231 | 1944 | | 2[illegible] | 00 | N 9 | | 380 82 | | |
| | 231 | 1944 | | [illegible] | 00 | P 1 | | | | |
| | 231 | 1944 | | [illegible] | 00 | P 1 | | 1 50 | | |
| | 231 | 1944 | | 9[illegible] | 00 | P 1 | | | | |
| | 231 | 1944 | | 910 | 00 | P 1 | | | | |
| | 231 | 1944 | | 914 | 00 | P 1 | | | | |
| | 231 | 1944 | | 918 | 00 | P 1 | | | | |
| | 231 | 1944 | | 9[illegible] | 00 | P 1 | | | | |
| | 231 | 1944 | | 9[illegible] | 00 | P 1 | | | | |
| | 231 | 1944 | | 9[illegible] | 00 | P 1 | | | | |
| | 231 | 1944 | | 9[illegible] | 00 | P 1 | | | | |
| | 231 | 1944 | | 9[illegible] | 00 | P 1 | | | | |
| | 231 | 1944 | | 9[illegible] | 00 | P 1 | | | | |
| | | | | TOT | P1 | | | 2,61[illegible] | | |
| | | | | TOT | P1 | | | 1 | | |
| | | | | TOT | N9 | | | 2,611 [illegible] | CR | |
| | | | | ** JOB TOTALS ** | | ** | | 1 50 | ** | 14,428.23 |

TOTAL TO DATE JOB COST SUMMARY — MARCH 1981 — PAGE 685

| DESCRIPTION OF JOB OR DEPARTMENT | PREFIX | | FUNCTION | GR | CURRENT MONTH | FISCAL YEAR TO DATE | GRAND TOTAL TO DATE | |
|---|---|---|---|---|---|---|---|---|
| HURRICANE CR BRIDGE | CONT NO | | FA PROJ NOS | S2S 005047 100 | | | | STATE |
| | 232 | 1978 | 901 | 00 N 1 | | | 829.55 | |
| | 232 | 1978 | 905 | 00 N 1 | | | 2[illegible] | |
| | 232 | 1978 | 906 | 00 N 1 | | | 1[illegible] | |
| | 232 | 1978 | 910 | 00 N 1 | | | [illegible] | |
| | 232 | 1978 | 918 | 00 N 1 | | | 271.41 | |
| | 232 | 1978 | 926 | 00 N 1 | | | 129.44 | |
| | | | TOT | N1 | | | 1,313.62 | |
| | | | ** JOB TOTALS ** | | ** | ** | 1,313 62 | ** |
| HURRICANE CK BR, RD 590 | CONT NO | X | FA PROJ NOS | S2S 200002 100 | | | | STATE |
| | 232 | 1993 | 296 | 00 N 9 | | 1 441 64 | 6,[illegible] | CR |
| | 232 | 1993 | 297 | 00 N 9 | | | 7[illegible] | |
| | 232 | 1993 | 298 | 00 N 9 | | 1,441 64CR | 6,[illegible] | |
| | 232 | 1993 | 901 | 00 P 1 | | | 1,6[illegible] | |
| | 232 | 1993 | 9[illegible] | 00 P 1 | | | 2,1[illegible] | |
| | 232 | 1993 | 910 | 00 P 1 | | | [illegible] | |
| | 232 | 1993 | 914 | 00 P 1 | | | 193 [illegible] | |
| | 232 | 1993 | 918 | 00 P 1 | | | [illegible] | |
| | 232 | 1993 | 9[illegible] | 00 P 1 | | | [illegible] | |

| | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | | P 1 | | | | 229.51 | | | |
| | | | | T.T | | P1 | | | 11.48 | 190,263.69 | | | |
| | | | | TOT | | N1 | | | | 89.13 | | | |
| | | | | ** JOB TOTALS ** | | | ** | 11.48 | ** | 190,357.82 | ** | | |
| [illegible] WILKINSON RD | CONT NO 9167 | | FA PROJ NOS [illegible]OS100003 100 | | | | | | | | STATE | | |
| | 231 | 1006 | 201 | 00 | P 1 | | | 94,541.00 | | 94,541.00 | 80 | 81 | |
| | 231 | 1006 | 206 | 00 | N 1 | | | 14.18 | | 14.18 | 81 | 81 | |
| | 231 | 1006 | 296 | 00 | | | | 4,796.65CR | | 4,796.65CR | 81 | 81 | |
| | 231 | 1006 | 296 | 00 | N 9 | | | 116,804.65CR | | 116,804.65CR | 80 | 81 | |
| | 231 | 1006 | 297 | 00 | | | | 2,611.20CR | | 2,611.20CR | 81 | 81 | |

TOTAL TO DATE [illegible] SUMMARY — FEBRUARY 1981 — PAGE 151

| DESCRIPTION OF [illegible] DEPARTMENT | PREFIX | FUNCTION | GR | | CURRENT MONTH | FISCAL YEAR TO DATE | GRAND TOTAL TO DATE | ACTIVE YRS BEG | ACTIVE YRS END |
|---|---|---|---|---|---|---|---|---|---|
| | 231 | [illegible] | 00 | N | 9 | 38,704.50 | 38,704.50 | 80 | 81 |
| | [illegible] | [illegible] | [illegible] | N | 9 | 85,5[illegible].00 | 85,5[illegible].00 | 80 | 81 |
| | [illegible] | [illegible] | [illegible] | P | 1 | 87.49 | 12,55[illegible].59 | 12,556.59 | 80 | 81 |
| | 231 | [illegible] | 00 | N | 1 | | [illegible]28.25 | 28.25 | 80 | 80 |
| | 231 | [illegible] | 00 | P | 1 | | 97.65 | 152.64 | 80 | 80 |
| | 231 | 1006 | 945 | 00 | P | 1 | | 50.46 | 50.46 | 81 | 81 |
| | 231 | 1006 | 948 | 00 | P | 1 | 6.59 | 6.59 | 6.59 | 81 | 81 |
| | | | TOT | 00 | | | | 7,407.85CR | 7,407.85CR | | |
| | | | TOT | P1 | | | 94.08 | 107,252.29 | 107,307.28 | | |
| | | | TOT | N1 | | | | 42.43 | 42.43 | | |
| | | | TOT | N9 | | | | 7,407.85 | 7,407.85 | | |
| | | | ** JOB TOTALS ** | | | | 94.08 ** | 107,294.72 ** | 107,349.71 ** | | |

| [illegible] POINTE PEEK BR | CONT NO 8794 * | FA PROJ NOS SOS 100001 100 | | | | | | | STATE | |
|---|---|---|---|---|---|---|---|---|---|---|
| | 231 | 1097 | 201 | 00 | P | 1 | | 76,775.20 | 78 | 79 |
| | 231 | 1097 | 206 | 00 | N | 1 | | 16.63 | 79 | 79 |
| | 231 | 1097 | 296 | 00 | N | 9 | 744.33CR | 82,587.64CR | 78 | 81 |
| | 231 | 1097 | 297 | 00 | N | 9 | 337.51 | 9,712.51 | 78 | 81 |
| | 231 | 1097 | 298 | 00 | N | 9 | 406.82 | 72,875.13 | 78 | 81 |
| | 231 | 1097 | 900 | 00 | P | 1 | 444.61 | 8,160.85 | 78 | 80 |
| | 231 | 1097 | 900 | 00 | N | 1 | 17.22 | 118.28 | 78 | 80 |
| | | | TOT | P1 | | | 444.61 | 84,936.05 | | |
| | | | TOT | N1 | | | 17.22 | 134.91 | | |
| | | | ** JOB TOTALS ** | | | ** | 461.83 ** | 85,070.96 ** | | |

| [illegible] BRIDGE | CONT NO 8823 * | FA PROJ NOS SOS [illegible]00002 100 | | | | | | | STATE | |
|---|---|---|---|---|---|---|---|---|---|---|
| | 232 | 1048 | 201 | 00 | P | 1 | | 64,851.85 | 78 | 79 |
| | 232 | 1048 | 296 | 00 | N | 9 | 325.50CR | 335.35CR | 69,450.47CR | 78 | 81 |
| | 232 | 1048 | 297 | 00 | N | 9 | | | 8,155.20 | 78 | 78 |
| | [illegible] | [illegible] | [illegible] | [illegible] | N | 9 | 325.50 | 335.35 | 61,295.27 | 78 | [illegible] |
| | [illegible] | [illegible] | 900 | [illegible] | P | 1 | | 11.48 | [illegible] | [illegible] | [illegible] |
| | | | | [illegible] | N | 1 | | | | | |

December 18, 1980

United Pacific Insurance Co.
Fidelity & Surety Department
P. O. Box 1216
Tacoma, WA 98401

COM 5
#9165

Gentlemen:

On December 11, 1980, we wrote to you concerning release of final payment on Contract No. 9165 awarded to Douglas S. Coats, Inc., for the Catherine Creek (Wilkinson Road) Bridge in Union County.

Final payment on this contract is $4,727.05 and the total contract amount is $94,541,00. No work was performed under force account.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

dmc

cc: Douglas S. Coats, Inc.
P. O. Box 311
Bend, OR 97701

bc: C. T. Keasey
Walt Hart
W. E. Schwartz

REPOR. OF ACTION UNDER DELEGATED AUTH. .TY BY

ASSISTANT STATE HIGHWAY ENGINEER

On behalf of the Commission and under authority delegated to me to accept contracts completed according to specifications, I accepted the following:

| Contractor and Contract No. | Section and County | Acceptance Date |
|---|---|---|
| R. A. Hatch Co. No. 8987 | Silver Lake-Summer Lake (M.P. 48.1 - M.P. 75.0) Lake County | November 12, 1980 |
| A-1 Sandblasting & Steam Cleaning Co. No. 9152 | Coast Fork Willamette River Br. Lane County | November 13, 1980 |
| Elting, Inc. No. 8709 | NE Marine Dr.-NE Failing St. Multnomah County | November 13, 1980 |
| Inferstate Slurry Seal, Inc. No. 9170 | Castle Rock-Cedar Creek (M.P. 4.8-M.P. 16.5) Tillamook & Yamhill Counties | November 13, 1980 |
| Hertz Electric, Inc. No. 8902 | Pendleton/John Day Hwy. @ SW 30th St. (Pendleton) Umatilla County | November 13, 1980 |
| Grant County Redi-Mix No. 9077 | Spray Rock Production Wheeler & Grant Counties | November 18, 1980 |
| R. A. Hatch Co. No. 9030 | Doherty Slide-Nevada State Line Lake & Harney Counties | November 20, 1980 |
| Humbert Asphalting No. 9092 | Paul Smith Rd.-S. Main St. (Boardman) Morrow County | November 21, 1980 |
| Rogers Construction, Inc. No. 9160 | Boardman (N. Main St.) Morrow County | November 24, 1980 |
| Hughes & Dodd Co. No. 8991 | Buck Creek Road Lake County | November 24, 1980 |
| Wildish Corvallis Construction Co. No. 8976 | N. Albany, Santiam Hwy. & Lebanon Road Intchges. Linn County | November 26, 1980 |

| Contractor and Contract No. | Section and County | Acceptance Date |
|---|---|---|
| Erosion Control, Inc. No. 9109 | Grayback Creek Section Josephine County | November 27, 1980 |
| S. D. Spencer & Son No. 8472 | S. Ashland Intchge.-Calif. State Line Jackson County | December 3, 1980 |
| Western Mixing Co., Inc. & N. Santiam Sand & Gravel Co., Inc. J.V. No. 8997 | Dodge Road-Estacada Clackamas County | December 4, 1980 |
| Roy E. Ladd, Inc. No. 9019 | Busway Rigid Frame (N. Banfield Intchge.) Multnomah County | December 4, 1980 |
| Ray E. Wells, Inc. No. 8917 | Kingwood St. (Florence) Lane County | December 4, 1980 |
| Hertz Electric, Inc. No. 9121 | Molalla Ave. @ Clairmont Way (Oregon City) Clackamas County | December 5, 1980 |
| Bracelin-Yeager Excav. & Trucking No. 9136 | Hemlock Ave.-8th Terrace (Coos Bay) Coos County | December 5, 1980 |
| Douglas S. Coats, Inc. No. 9112 | Willow Creek Bridge Morrow County | December 5, 1980 |
| D & D Paving Co. No. 9097 | Airport Rd. @ Salmon River Hwy. Yamhill County | December 5, 1980 |
| Douglas S. Coats,Inc. No. 9165 | Catherine Creek (Wilkinson Rd.) Br. Union County | December 5, 1980 |
| Horton Bros., Inc. No. 9172 | Rocky Point-M.P. 310.07 Curry County | December 5, 1980 |
| Eugene Sand & Gravel, Inc. No. 9192 | Coburg (Stuart Way) Lane County | December 8, 1980 |
| Douglas S. Coats,Inc. No. 9094 | Willow Creek (Glenn Rd.) Bridge Union County | December 9, 1980 |

December 10, 1980

For C. T. Keasey
Asst. State Highway Engineer

FINAL Report # 12

FORM E-1 (REV 10-69)

OREGON STATE HIGHWAY DIVISION

# FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

| | | |
|---|---|---|
| SECTION: Catherine Creek (Wilkinson Rd.) Bridge | | WEEK ENDING: October 31, 1980 |
| | | SECTION PREFIX: 231-1006 |
| HIGHWAY: County Road # 115 | | COUNTY: Union |
| NAME OF JOB: Catherine Cr. (Wilkinson Rd,) Bridge | KIND OF WORK: Structure | |
| CONTRACTOR: Douglas S. Coats, Inc. | CONTRACT NUMBER: 9165 | FEDERAL AID PROJECT NUMBER: BROS-3100(3) |
| DATE OF CONTRACT: July 1, 1980 | DATE WORK STARTED: August 12, 1980 | ESTIMATED COMPLETION DATE: November 1980 |
| AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN 2 SUPERVISION 0 | SPECIFIED WORK DAYS | WORK DAYS USED |
| | SPECIFIED CALENDAR DAYS 150 | CALENDAR DAYS USED 98 |
| PROJECT AUTHORIZATION: $106,885.75 | SPECIFIED COMPLETION DATE | PERCENT OF TIME ELAPSED 65 |
| EXCLUSIVE OF ENGINEERING: $97,550.75 | ENGINEERING AUTHORIZATION $9,335.00 | PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST 100% |
| ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $97,550.75 | ENGINEERING COST TO DATE $8,100.00 | PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION 98% |
| ESTIMATED PERCENT: OVERRUN / UNDERRUN ____% | This week: $500 PERCENT OF AUTHORIZATION 87 % | DATE PROJECT WAS COMPLETED: October 21, 1980 |

ESTIMATED PERCENT COMPLETE (ROADWORK)

| CLEARING | DRAINAGE | GRADING | BASE | OIL AND/OR PAVE. | MAT'L. PROD. | | |
|---|---|---|---|---|---|---|---|
| | | | GRADING | SURFACING | MAINTENANCE MATERIALS | OIL & BITUMINOUS MACADAM | PAVING |
| MILES IN PROJECT | | | | | | | |
| MILES PARTIALLY COMPLETED | | | | | | | |
| MILES COMPLETED | | | | | | | |
| TOTAL ESTIMATED QUANTITIES (CONTRACT) | | | | | | | |
| TOTAL QUANTITIES CORRECTED TO DATE | | | | | | | |
| ESTIMATED QUANTITIES MOVED OR PLACED TO DATE | | | | | | | |
| AVERAGE DAILY QUANTITIES | | | | | | | |
| AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME | | | | | | | |
| NUMBER OF SHIFTS PER DAY | | | | | | | |
| HOURS PER SHIFT | | | | | | | |

EQUIPMENT USED DURING THE WEEK

Concrete saws, air compressor, epoxy

ESTIMATED PERCENT COMPLETE (STRUCTURES)

| BRIDGE NO. | 16456 | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| PERCENT | 100% | | | | | | | |

| | WEATHER | WORK DAYS CHARGED | HOURS DELAY | CAUSE OF DELAY |
|---|---|---|---|---|
| SUNDAY 26 | | 0 | | |
| MONDAY 27 | | 0 | | |
| TUESDAY 28 | | 0 | | |
| WEDNESDAY 29 | | 0 | | |
| THURSDAY 30 | | 0 | | |
| FRIDAY 31 | | 0 | | |
| SATURDAY 25 | | 0 | | |

RECEIVED
NOV 3 1980
CONSTRUCTION
BRANCH
Kuney, Richards, Jackman, Burg, Hopkins, Inbes, Williams, Widmer, Johnson, Gebauer, Clem, Church

| GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK | |
|---|---|
| SUNDAY 26 | No activity. |
| MONDAY 27 | No activity. |
| TUESDAY 28 | No activity. |
| 29 WEDNESDAY | 2 men from Morse Bros Prestress - sawing grooves and opening up cracks in prestressed slabs for sealing with epoxy. |
| 30 THURSDAY | 2 men from Morse Bros Prestress - completed sawing grooves - opening up cracks in prestressed slabs and began sealing with epoxy. |
| 31 FRIDAY | 2 men from Morse Bros Prestress - completed sealing cracks with epoxy.<br>This completes all scheduled corrective work on slabs. |
| 25 SATURDAY | No activity. |

**REMARKS**

Status: Contract work is completed. All cracks exhibited in the slabs above the voided sections have been opened up with a concrete saw approximately $\frac{1}{2}$" deep and 3/8" wide and sealed with epoxy. All voids have had drain holes drilled in the bottom of the slab. This is all the corrective work scheduled for these slabs.

Semi-final records have been submitted 10/28/80.

SIGNED Joseph A. Schlieski LOCATION La Grande

Joseph A. Schlieski

PRIME RESIDENT SUBMIT 2 COPIES WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES

SP*F216

| TO BE COMPLETED BY FHWA | U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION | State |
|---|---|---|
| MONTHLY TRANSACTION NUMBER 5-93 | | Oregon |
| PROJECT REPORT NUMBER | MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT | County Union |
| MODIFICATION NUMBER | | Project Number BROS 3100(3) |

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on December 3 , 19 79 , is hereby modified as follows:

| | Former amount | Revised amount |
|---|---|---|
| Estimated total cost of project | $19,200.00 | $126,085.00 |
| Federal funds | $15,360.00 | $100,868.00 |
| Other revisions | | |

This modification is made for the following reasons: to add the construction phase.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 23RD day of July , 1980 .

OREGON STATE HIGHWAY DIVISION
*(Official name of Highway Agency)*

By _____

Asst. State Highway Engineer
*(Title)*

By For: H. S. Coulter

State Highway Engineer
*(Title)*

By _____

*(Title)*

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By _____
*(Division Administrator)*
For: G. L. Green

Form PR-2A
(Rev. 10 75)

Previous editions are obsolete

Oregon State Highway Division
Salem, Oregon, July 15, 1980

Federal Aid Project
No. BROS-3100(3)

Catherine Creek (Wilkinson) Road
County Road No. 115
Union County

Project agreement estimate.

Type Code P.E.

| | | | |
|---|---|---|---|
| Preliminary Engineering | | | $ 19,200.00 |

Type Code X080
Structure (Sta. 9+56 to Sta. 10+44)

| | | | |
|---|---|---|---|
| Mobilization | All Required | | $ 7,000.00 |
| Bridge Removal Work | All Required | | 7,000.00 |
| Earthwork | All Required | | 1,500.00 |
| Furnish Pile Driving Equipment | All Required | | 4,000.00 |
| Furnish 16" Prestressed Concrete Piling | 560 Lin.Ft. | 28.00 | 15,680.00 |
| Drive Prestressed Concrete Piles | 500 Lin.Ft. | 0.50 | 250.00 |
| Structural Concrete, Class 3300 (28 c.y.) | All Required | | 5,000.00 |
| 4'x40'/45' Prestressed Slabs | 14 Each | 3,000.00 | 42,000.00 |
| Reinforcement (31000 lbs.) | All Required | | 1,500.00 |
| Metal Rail | 163 Lin.Ft. | 40.00 | 6,520.00 |
| Guard Rail in Stockpile | All Required | | 1,750.00 |
| Placing Loose Riprap | All Required | | 650.00 |
| | | | $ 92,850.00 |

Anticipated Items

| | | | |
|---|---|---|---|
| Seeding and Mulching | All Required | | 500.00 |
| | Subtotal | | $ 93,350.00 |
| | Engineering | | 13,535.00 |
| | Total | | $106,885.00 |

Length of Structure - - - - - 0.017

Oregon State Highway Division
Salem, Oregon, July 15, 1980

Federal Aid Project
No. BROS-3100(3)

Summary of Funds (80%)

| Description | Total Cost | Federal Funds | State Funds | County Funds |
|---|---|---|---|---|
| Preliminary Engineering | $ 19,200 | $ 15,360 | $1,200 | $ 2,640 |
| Structure | 106,885 | 85,508 | - - | 21,377 |
| Total | $126,085 | $100,868 | $1,200 | $24,017 |

Group 1 - 100%
Contract No. 9165
Prefix 231-1944
Prefix 231-1006

OMB No. 04-R2089

| TO BE COMPLETED BY FHWA | U. S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION | State Oregon |
|---|---|---|
| MONTHLY TRANSACTION NO. 12-59 | FEDERAL-AID PROJECT AGREEMENT | County Union |
| | | Project No. BROS-3100(3) |

**The State, through its Highway Agency,** having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

Co. Rd., Approx. 4.5 mi. N.W. of Union

| PROJECT CLASSIFICATION OR PHASE OF WORK | EFFECTIVE DATE OF AUTHORIZATION | APPROXIMATE LENGTH *(Miles)* |
|---|---|---|
| HIGHWAY PLANNING AND RESEARCH (HP & R) | | |
| PRELIMINARY ENGINEERING | 11-3-79 | 0.02 |
| RIGHTS-OF-WAY | | |
| CONSTRUCTION | | |

OTHER *(Specify)*

Pro Rata 80.0%

| FUNDS | |
|---|---|
| ESTIMATED TOTAL COST OF PROJECT | FEDERAL FUNDS |
| $ 19,200.00 | $ 15,360.00 |

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
*(Official name of Highway Agency)*

By _____

Operation Programming Engineer
*(Title)*

XX For: H. S. Coulter
By _____

State Highway Engineer
*(Title)*

By _____

*(Title)*

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By _____
*(Division Administrator)*
For: G. L. Green

Date executed by Division Administrator 12-3 79

Form **PR-2** (Rev. 10-75) PREVIOUS EDITIONS ARE OBSOLETE

## AGREEMENT PROVISIONS

**1. RESPONSIBILITY FOR WORK**

a. Except for projects constructed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

b. With regard to projects performed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in accordance with the terms of its approved Certification, or exceptions thereto as may have been approved by the Federal Highway Administration.

**2. HIGHWAY PLANNING AND RESEARCH (HP&R) PROJECT.** The State highway agency will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

**3. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY.** In the event that actual construction of a road on this right-of-way is not undertaken by the close of the tenth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

**4. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES.** In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

**5. INTERSTATE SYSTEM PROJECT.** (a) The State highway agency will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway agency will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway agency will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

**6. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT.** (a) This project authorized pursuant to 23 U.S.C. 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway agency, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 U.S.C. 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

**7. STAGE CONSTRUCTION.** The State highway agency agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHTO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation..

**8. BOND ISSUE PROJECT.** Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 U.S.C. 122, for retiring maturities of the principal indebtednesss of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by 23 CFR Part 140, Subpart F, and Volume 1, Chapter 4, Section 8 of the Federal-Aid Highway Program Manual or the alternative State procedure set forth in the State's Certificate, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway agency for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

**9. SPECIAL HIGHWAY PLANNING AND RESEARCH PROJECT.** The State Highway agency hereby authorizes the Federal Highway Administration to charge the State's pro rata share of costs incurred against funds apportioned to the State under 23 U.S.C. 307 (c), as amended. In the event a project is financed with both Federal-aid funds and State matching funds, the State agrees to advance to The Federal Highway Administration the State matching funds for its share of the estimated cost. For a National Pooled Fund study, the State hereby assigns its responsibility for the work to the Federal Highway Administration. For an Intra-Regional Cooperative Study, the State hereby assigns its responsibility for the work to the lead State for the study.

**10. PARKING REGULATION AND TRAFFIC CONTROL.** The State highway agency will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the local unit of Government referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration, unless the State determines, and the Division Administrator concurs, that the local unit of Government has a functioning traffic engineering unit with the demonstrated ability to apply and maintain sound traffic operations and control

Gen. File

Oregon State Highway Division
Salem, Oregon November 15, 1979

Federal Aid Project
No. BROS-3100(3)

Catherine Creek(Wilkinson Rd.) Bridge
County Road in Union County

Project Agreement Estimate

Type Code PE
Preliminary Engineering
Preliminary Engineering

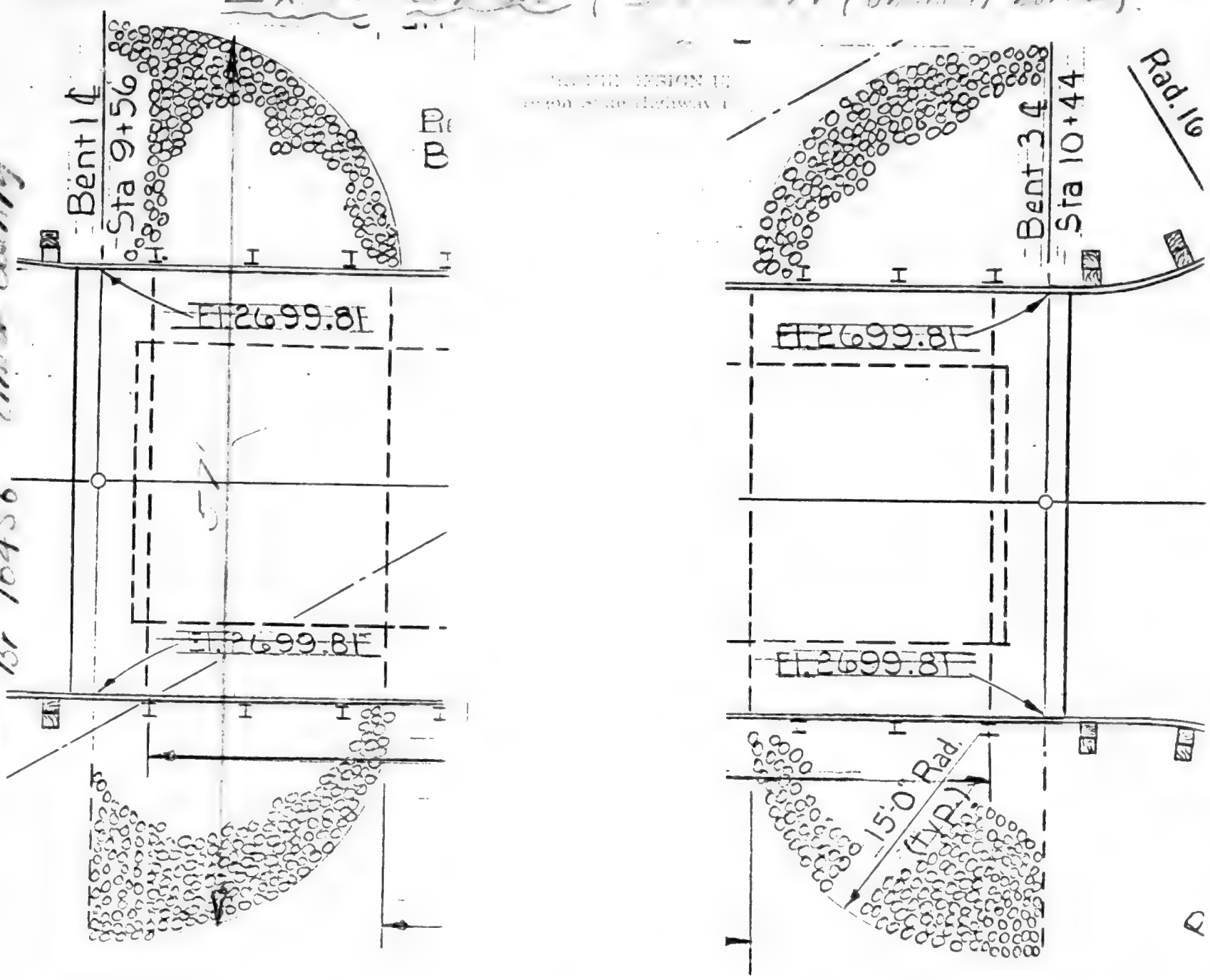
All Required $19,200.00
Total $19,200.00

Length of Project. . . .0.02 miles

SUMMARY OF FUNDS

| Description | Total Cost | Federal Funds | State Funds | County Funds |
|---|---|---|---|---|
| Preliminary Engineering | $ 19,200.00 | $ 15,360.00 | $ 1,200.00 | $ 2,640.00 |
| Retain in Program | | | | |
| PS&E Status | 190,800.00 | 152,640.00 | - - - - | 38,160.00 |
| Total | $210,000.00 | $168,000.00 | $ 1,200.00 | $40,800.00 |

Group 1 - 100%
Prefix 231-1944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Sta 9+56
E.2699.8
E.2699.8
Bent 3 ℄
Sta 10+44
Rad. 10
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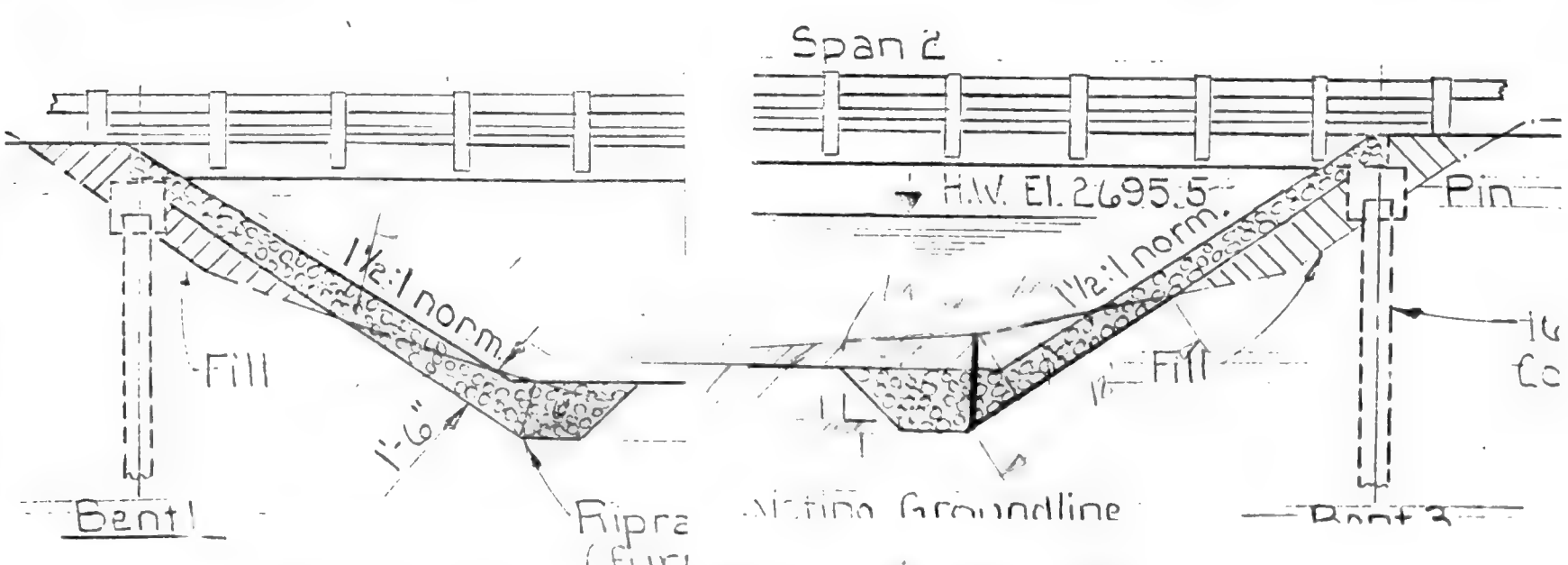
15'0" Rad.
(TYP.)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1½:1 norm.
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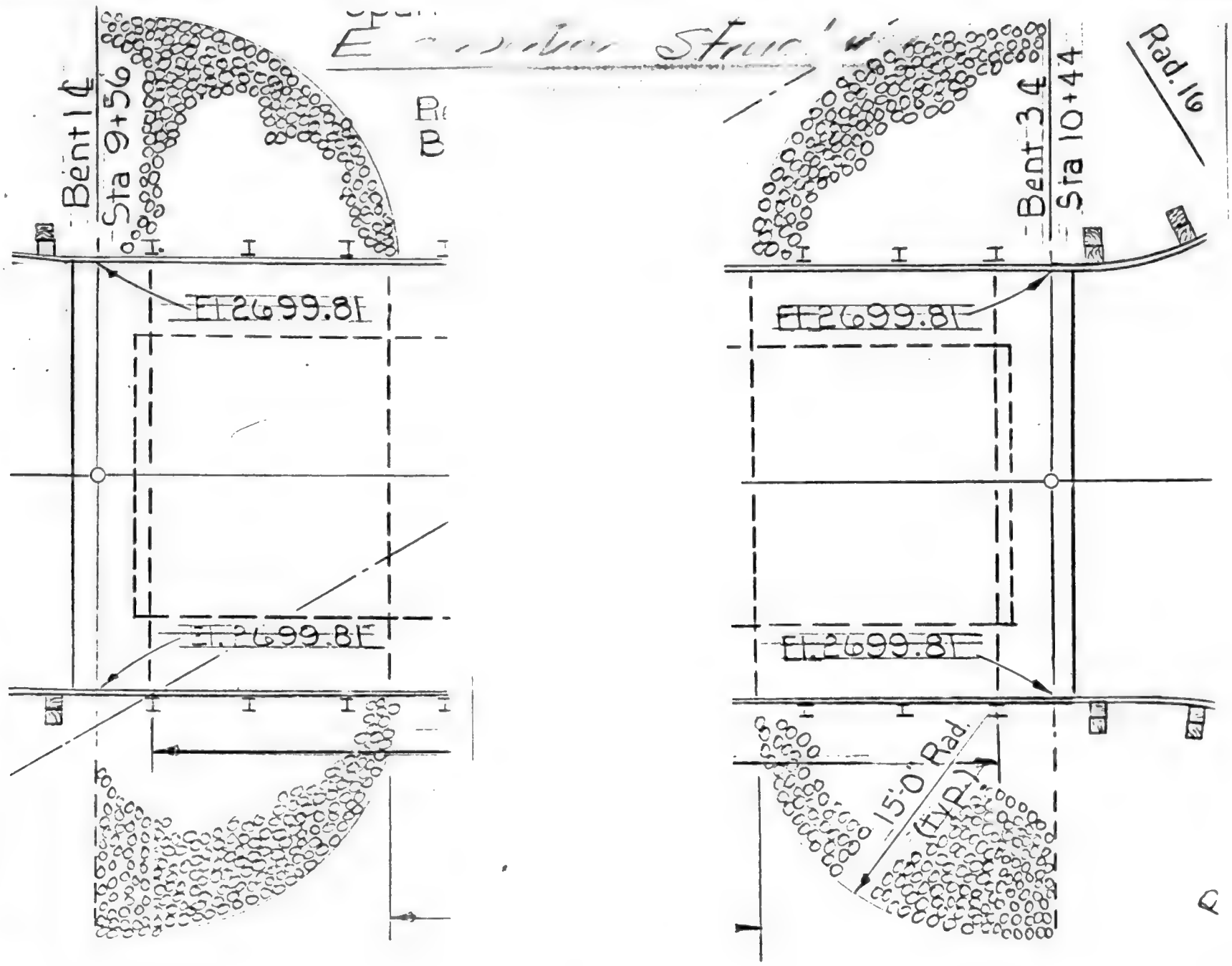
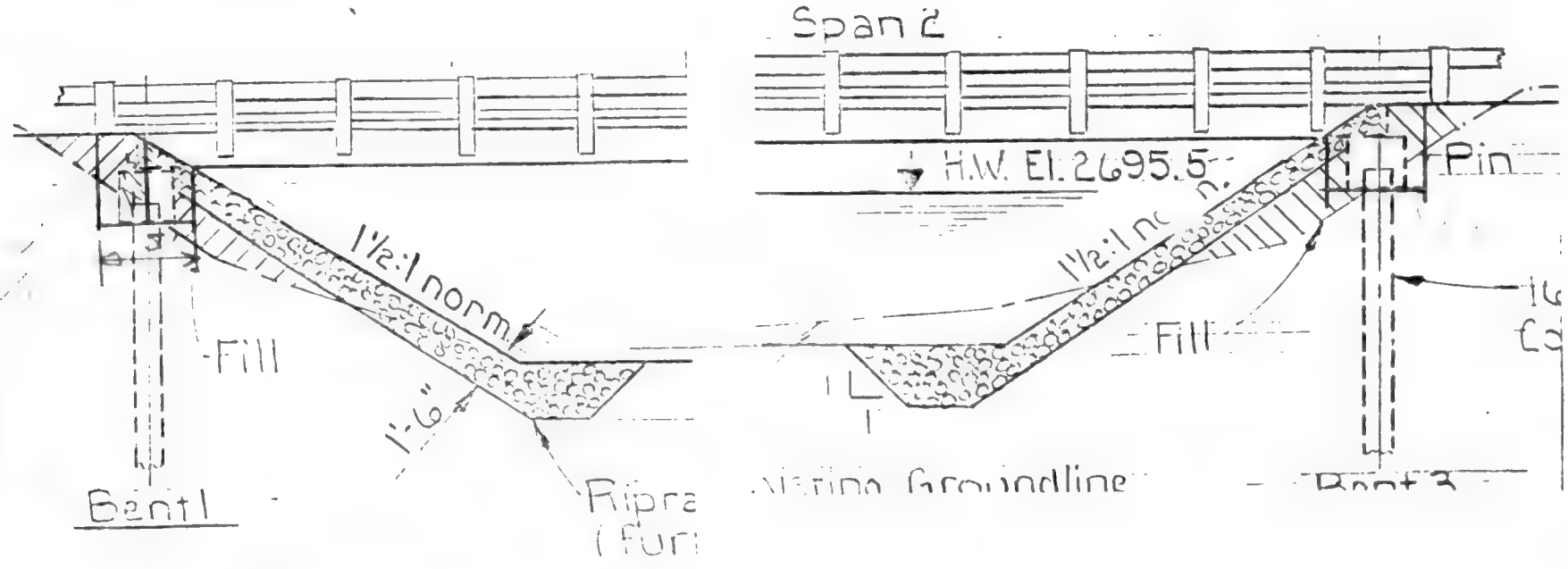
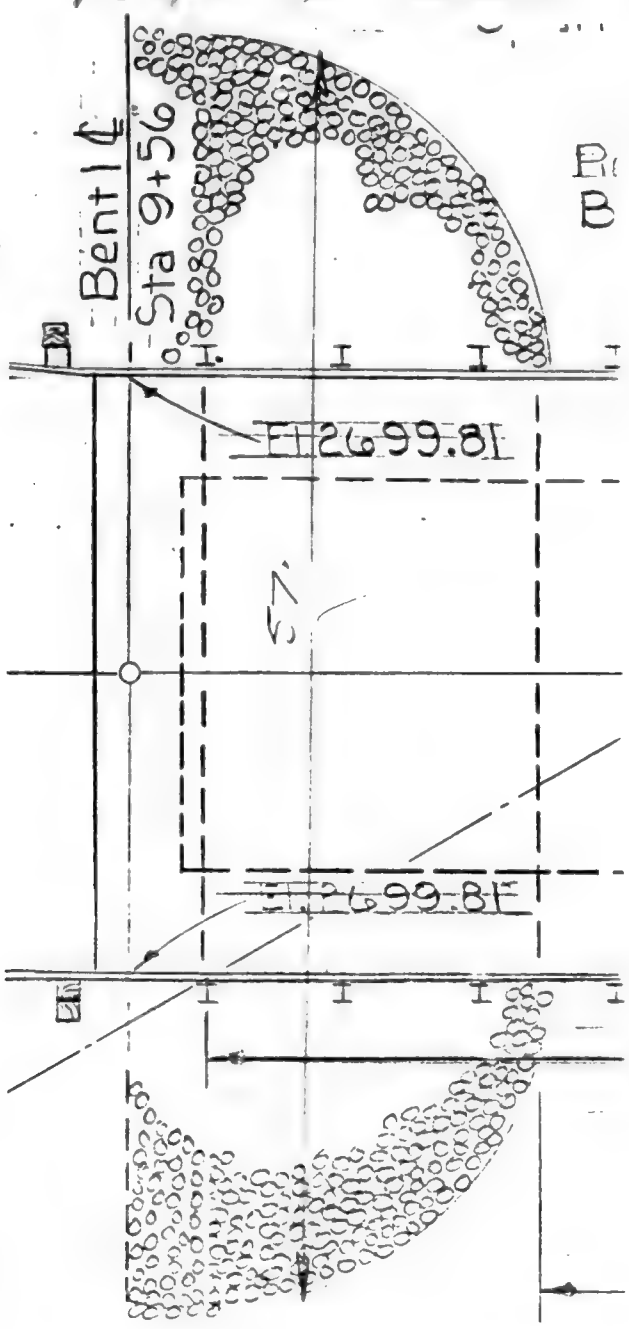
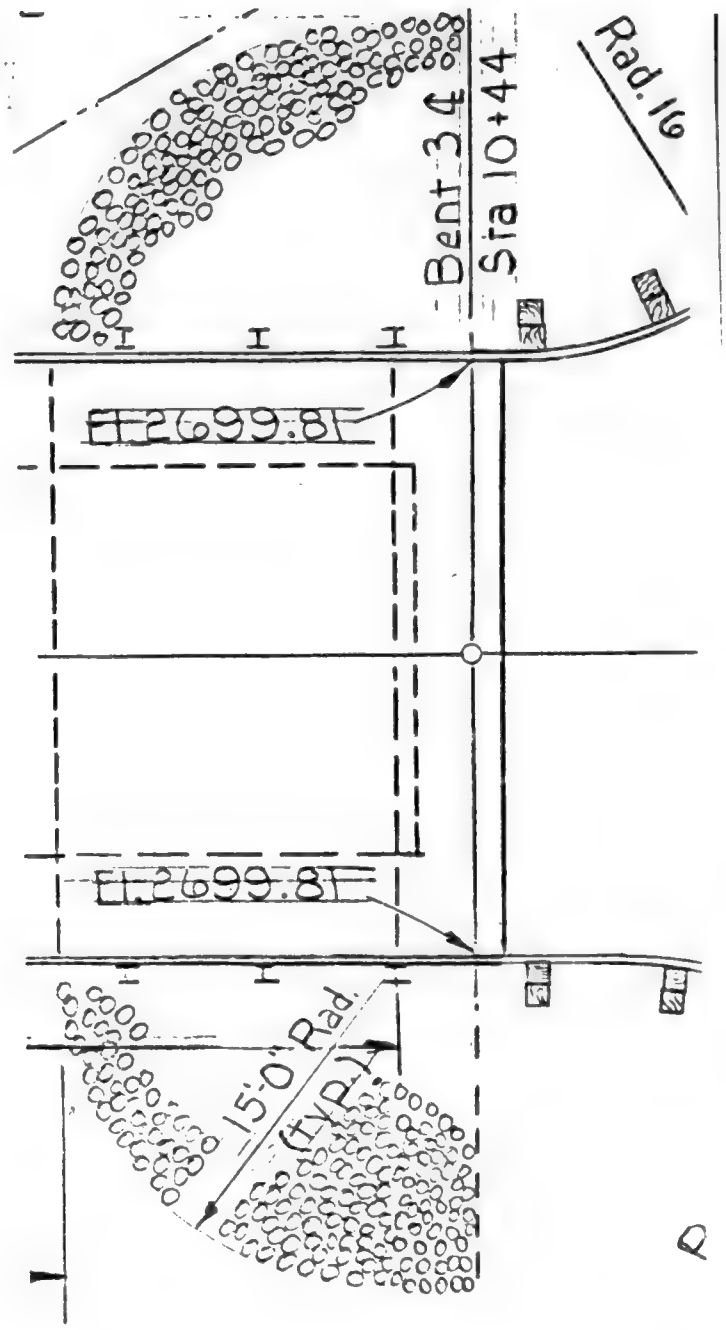
1'-6"
Bent 1
Bent 3
Pin

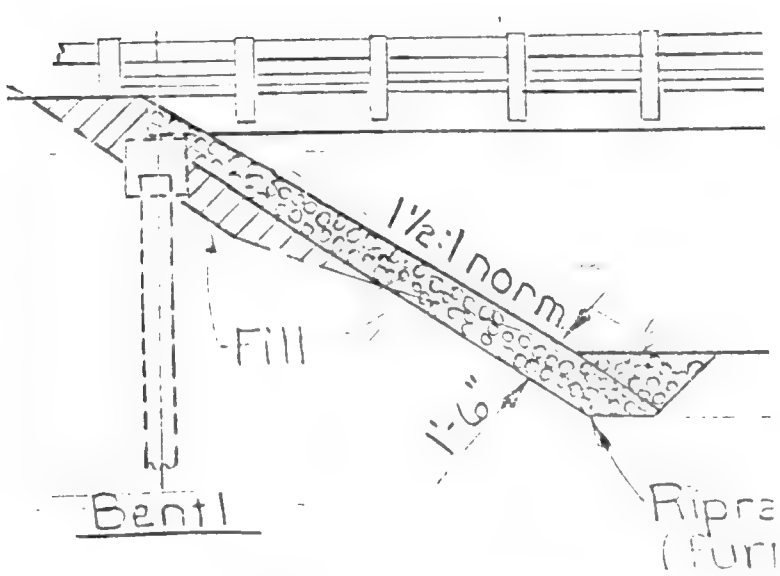

Bent 1 ℄
Sta 9+56
El 2699.81
El. 2699.81
Bent 3 ℄
Sta 10+44
Rad. 19
El 2699.81
El. 2699.81
15'-0" Rad.
(TYP.)

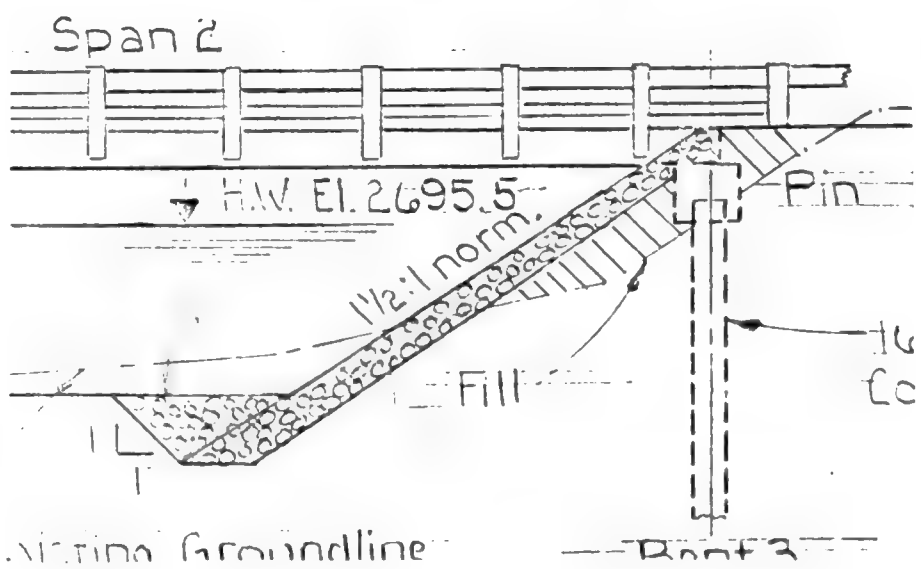

Span 2
H.W. El. 2695.5
1½:1 norm.
1½:1 norm.
Fill
Fill
1:6
Bent 1
Bent 3
Pin

Rive... Sta ... 100

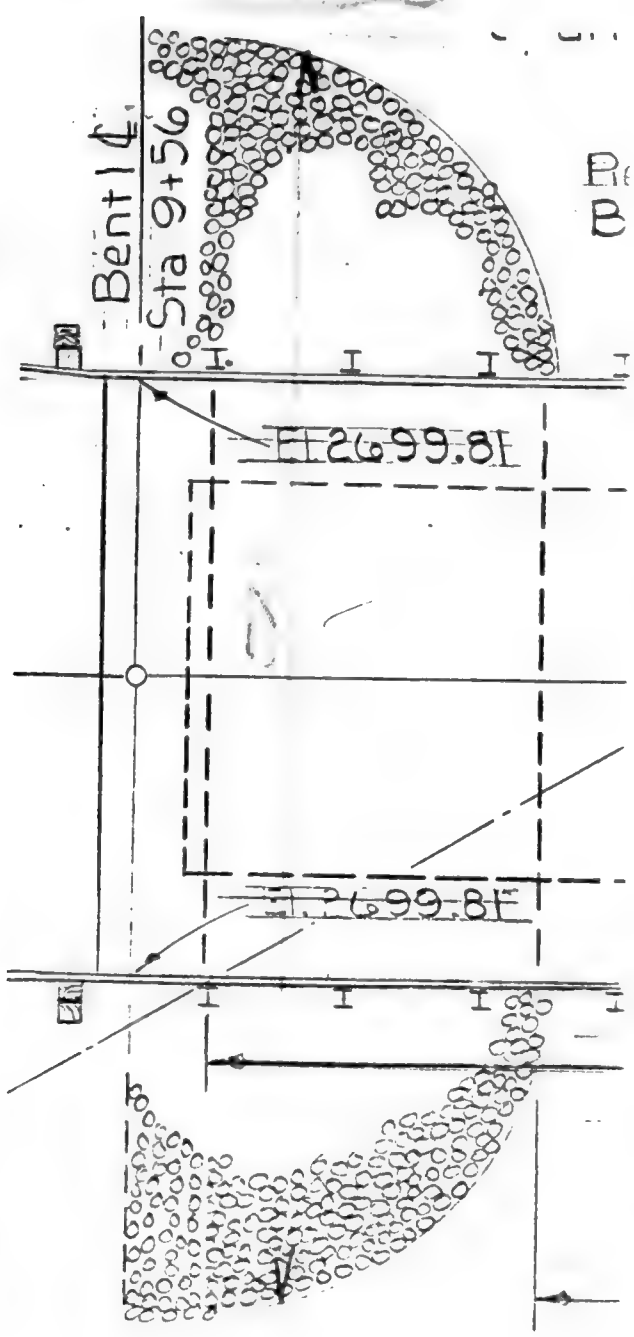

Bent 1 ℄
Sta 9+56
El. 2699.8
57'
El. 2699.8
15'-0" Rad.
(TYP.)

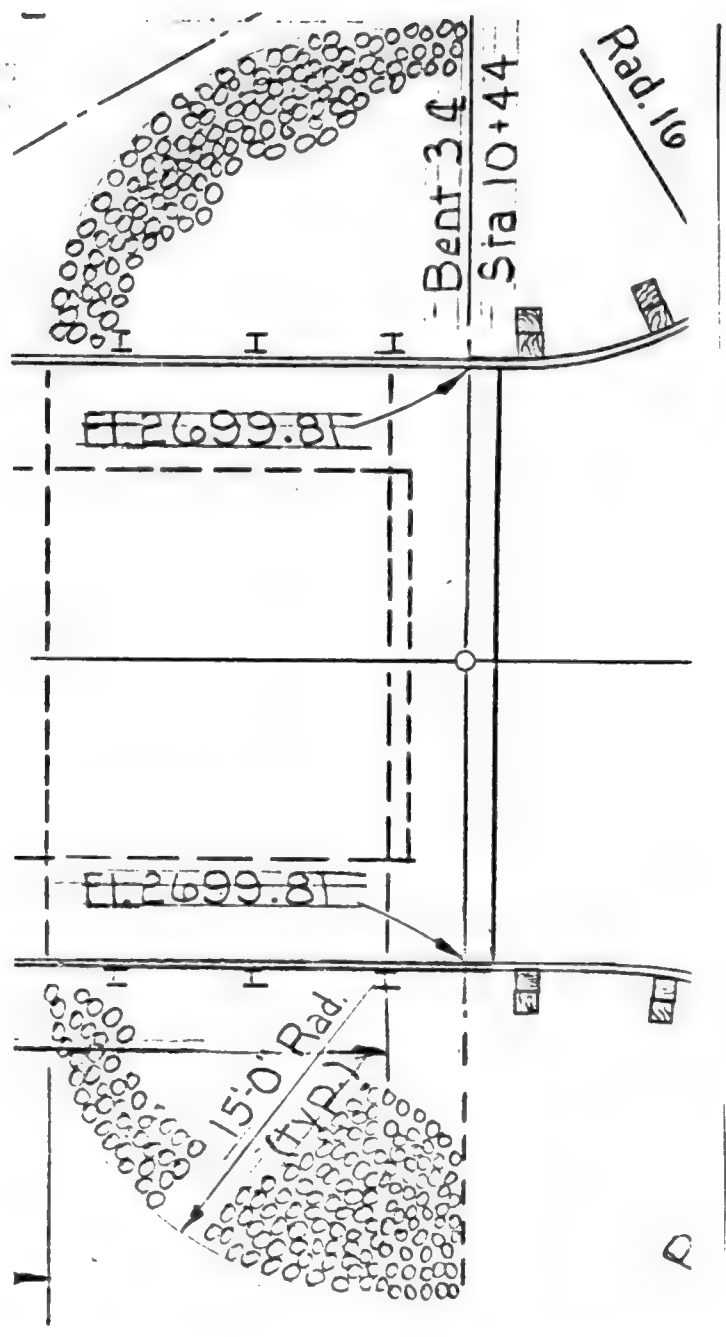

Bent 3 ℄
Sta 10+44
Rad. 19
El. 2699.8
El. 2699.8

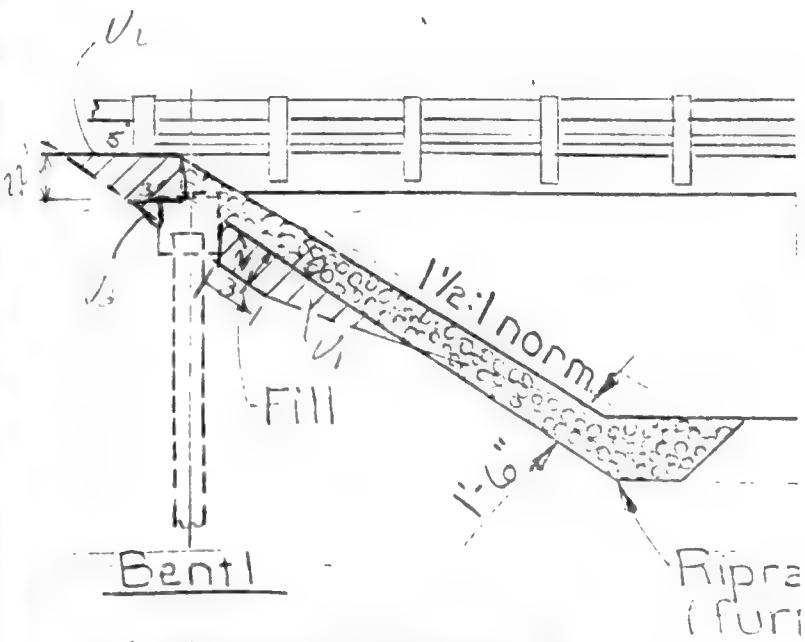

1½:1 norm.
Fill
1:1
Bent 1

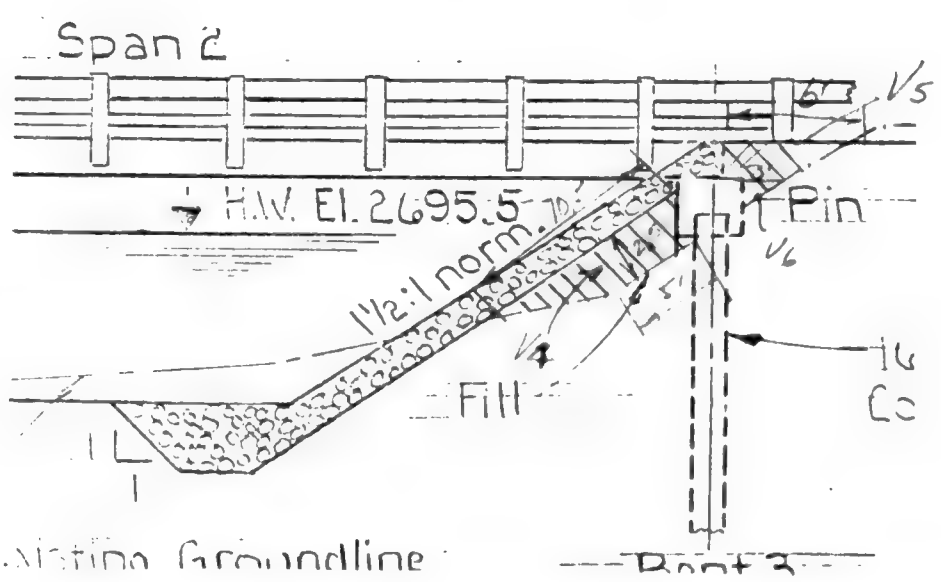

Span 2
H.W. El. 2695.5
1½:1 norm.
Fill
Bent 3

Fill


Bent 1 ℄
Sta 9+56
El 2699.8
El 2699.8
15'-0" Rad.


Rad. 19
Bent 3 ℄
Sta 10+44
El 2699.8
El 2699.8


1½:1 norm.
Fill
1:6
Bent 1


Span 2
H.W. El. 2695.5
1½:1 norm.
Fill
Bent 2

VICTOR ATIYEH
GOVERNOR

# *Department of Transportation*
## HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

June 27, 1980

In Reply Refer to
File No.: CON 4

Union County Court
Courthouse
LaGrande, Oregon 97850

Attn: Mr. Alvin Campbell
Roadmaster

Gentlemen:

On June 26, 1980 a satisfactory bid was received from Douglas S. Coats, P.O. Box 311, Bend, Oregon 97701 for Catherine Creek (Wilkinson Road) Br. This is a special bridge replacement project No. BROS-3100(3). The advance deposit based on the anticipated construction cost of their bid is as follows:

| | |
|---|---|
| Bid Items | $ 92,850.00 |
| Seeding and Mulching | $ 500.00 |
| 4 1/2% Contingencies | 4,200.75 |
| 10% Engineering | 9,335.00 |
| Est. Construction Costs | $106,885.75 |
| Est. P.E. Costs | 13,500.00 |
| Less Est. Bridge Design | - 6,000.00 |
| | $114,385.75 |

Estimated adjusted project costs:

| | |
|---|---|
| County share will be 20%of $114,385.75 = | $ 22,877.15 |
| Less Advance Deposit for P.E. | - 2,640.00 |
| | $ 20,237.15 |

By rounding the County's Advance Deposit will be $20,240.00.

We will deduct the $20,240.00 advance deposit from the $33,000.00 you submitted to the investment pool for this project.

Would you please acknowledge your approval by returning a signed copy of this letter by July 18, 1980.

Very truly yours,

for D. E. Swan
Operation Programming Engineer

C.C. Jan Peterson
Cliff Laux

HR:pf

Authorization of withdrawal as needed in the amount of $20,240.00.

Alvin H Campbell
Signed

Form 734-3122

Section Catherine Creek (W. Linson Rd.) Programming timate $ 126,000

Highway County Road #115 Project Length

County Union Completion Time 150 CD

Kind of Work Structure Est. Comp. Date 12-23-80

Prefix 231-1944 Letting Date June 26, 1980 Project No. BROS-3100(3)

## ESTIMATED CONSTRUCTION AUTHORIZATION

Estimated Contract Amount . . . . . $ 111,416.00

Anticipated Additional Items:

| | | |
|---|---|---|
| Royalty Payment | | |
| Permit Fees | | |
| Slide Correction | | |
| Railroad Protective Costs | | |
| Other Railroad Costs | | |
| Permanent Signing | | |
| Permanent Pavement Striping | | |
| Temporary Pavement Striping | | |
| Remove Pavement Striping (Exist. & Temp.) | | |
| Temporary Erosion Control | | |
| State Furnished _____ | | |
| Roadside Seeding & Mulching | | |
| Asphalt Cement Adjustment | | |
| On the Job Trainees | | |
| State Responsibility for Damages | | |
| Signal Controller Testing (Engineering) | | |
| Bikeway Signs | | |
| Furnish Mailbox Posts | | |
| Adjust Utilities: | | |
| _____ | | |
| _____ | | |
| _____ | | |
| _____ | | |
| Seeding & Mulching | $500. | |
| | | 500 |

Subtotal $ 111,916.00

Contingencies (4-1/2%) . . . . . 5,036.22

Engineering (~~8~~ 9, ~~9~~%) . . . . . 10,072.44

Subtotal $

Credit for _____ . . . . . _____

Estimated Net Authorization, Construction . . . . . $ 127,024.66

APPROVED

_____

Road Design Engineer

STATE OF OREGON
HIGHWAY DIVISION - ODOT

INTEROFFICE MEMO

TO: F I L E

DATE: June 24, 1980

FROM: H. S. Coulter
State Highway Engineer

SUBJECT: Footpaths and Bicycle Trails
June 26, 1980 Bid Letting

This is an informational report to document the Highway Division's action taken with regard to establishing footpaths and bicycle trails as set forth in ORS 366.514. Bids will be opened June 26, 1980, on the following projects:

1. Columbia River (Astoria) Bridge
   Oregon Coast Highway
   Clatsop County
   Painting

   Footpaths or bicycle trails are not incorporated in this section as no new highway construction, reconstruction or relocation is involved.

2. Bachelor Rock Production
   Century Drive Highway
   Deschutes County
   Aggregate Crushing

   Same as No. 1.

3. Coast Fork Willamette River Bridge
   Willamette Highway
   Lane County
   Painting

   Same as No. 1.

4. Pacific Highway East @ 'D' Street (Hubbard)
   Marion County
   Traffic Signals

   Same as No. 1.

5. Sandy Boulevard @ 50th and 70th Avenues (Portland)
   Multnomah County
   Traffic Signals

   Same as No. 1.

Contains Recycled Materials

6. Oregon Coast Highway @ 4th Street (Tillamook)
   Tillamook County
   Traffic Signals

   Same as No. 1.

7. Coquille and Myrtle Point Pavement Marking
   City Streets
   Coos County
   Pavement Marking

   Same as No. 1.

8. Libby Drive-Tarheel Creek
   FAS A429
   Coos County
   Paving

   Twenty-four-foot roadway with three-foot aggregate shoulders

   Footpaths and bicycle trails will not be established under this project as per ORS Chapter 366, Section 2, subsection 2(b), which states, "footpaths and trails are not required to be established . . . if the cost of establishing such paths and trails would be excessively disproportionate to the need or probable use."

9. N.W. Dorian Drive-N.W. Verde Drive (Ontario)
   N.W. 4th Avenue
   Malheur County
   Grading and Paving

   Two twelve-foot travel lanes, two ten-foot parking lanes. Four-and-one-half-foot sidewalks being constructed for pedestrian and bicycle traffic.

10. 12th Street S.E.-Ewald Avenue S.E. (Salem)
    Madrona Avenue and Pringle Road
    Marion County
    Grading and Paving

    Six-foot pedestrian-bikeway and extruded curb to be constructed on one side of Madrona Avenue and Pringle Road.

11. Boardman (N. Main Street)
    Morrow County
    Paving

    Eleven-foot travel lanes with ten-foot shoulders available for pedestrian and bicycle use.

Footpaths and bicycle trails will not be established under this project as per ORS Chapter 366, Section 2, subsection 2(c), which states, "footpaths and trails are not required to be established . . . where sparsity of population, other available ways or other factors indicate an absence of any need for such paths and trails."

12. Arterial Street Overlay (Portland)
City Streets
Multnomah County

Same as No. 1.

13. Hayden Island-N.E. Broadway Street (Portland)
Pacific Highway
Multnomah County
Paving and Signals

Interchange Improvement. Six-foot sidewalks for pedestrian and bicycle use to be constructed or revised at Jantzen Beach Interchange. Other locations, same as No. 11.

14. Multnomah County Pavement Marking No. 2
County Roads
Multnomah County
Pavement Marking

Same as No. 1.

15. Troutdale-Sandy River Bridge
Crown Point Highway
Multnomah County
Paving

Twelve-foot travel lanes with a six-foot pedestrian-bikeways on both sides.

16. Catherine Creek (Wilkinson Road) Bridge
County Road
Union County
Structure.

Twenty-seven-foot, six-inch roadway on structure.

Same as No. 11.

17. Walker Road at Cedar Hills Blvd. (Beaverton)
Washington County
Traffic Signals.

Interchange improvement. Existing sidewalks and bikeway being reconstructed in kind.

18. N.E. Columbia Blvd.-N.E. Weidler Street (Unit 3)
Pacific Highway East
Multnomah County
Grading and Paving

Six-foot-six-inch sidewalks to be constructed or existing sidewalks matched. Pedestrian median islands and curb cuts being constructed.

RPS:ge

cc: E. S. Hunter
D. G. Talbot
L. E. George
F. E. Terpin
George Bell
Don Harwell

LIMITED POWER OF ATTORNEY
LOCAL GOVERNMENT INVESTMENT POOL

The UNION COUNTY ROAD DEPARTMENT hereby appoints the
Local Government Unit
Investment Manager of the Oregon State Excess Fund, as attorney in fact for it and said officer shall have the power of attorney to negotiate warrants made payable to the Oregon State Department of Transportation, Highway Division and delivered to said officer by either H. S. Coulter, State Highway Engineer; Vernon E. Skoog, Highway Division Controller; Frank R. Griffin, Highway Division Assistant Controller; or Richard Hacek, Highway Division Assistant Controller for the State of Oregon, for the purpose of depositing the proceeds of such warrents to the account of the Oregon State Department of Transportation, Highway Division, with the Oregon State Treasurer.

The UNION COUNTY ROAD DEPARTMENT has deposited with the State of Oregon Investment Pool the sum of $ 33,000.00. The purpose of this deposit is to create a fund from which to pay it's share of the cost of certain improvements to be made in connection with
Project Name
CATHERIN E CREEK (WILKINSON ROAD) BRIDGE SECTION

By this document it authorizes the Highway Division of the State of Oregon, Department of Transportation to draw on the account created by this instrument for the purposes above stated with the State Excess Fund. The authorized signatures of withdrawal will be one of any of the following: H. S. Coulter, Vernon E. Skoog, Frank R. Griffin, or Richard J. Hacek. The signature of either upon a voucher in a form acceptable to the custodians of the State Investment Pool shall constitute proper authority for the withdrawal of money up to the total amount of the deposit identified above.

The authorized signatures of the above individuals shall be furnished by the Highway Division of the Department of Transportation to the State Treasury Department.

This power of attorney is authorized by

UNION COUNTY, OREGON
(LOCAL GOVERNMENT UNIT)

this 18th day of June, 1980 by a vote of the majority of a quorum of it's governing body.

County Judge

County Commissioner

County Commissioner

U. S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

**LETTER OF APPR. AL AND/OR AUTHORIZATION**

FEDERAL AID PROJECT NO.: BROS-3100(3)

STATE PROJECT NO.: See below

FROM: G. L. Green, Division Administrator
FHWA - Oregon Division

PROGRAM NO.:

ITEM NO.: 00022

COUNTY NAME: Union

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

TO:

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

RECEIVED
STATE HWY ENGR
JUN 11 '80.
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

| DATE PS&E APPROVED | DATE AUTHORIZATION EFFECTIVE | FEDERAL ROUTE NUMBER |
|---|---|---|
| 11/8/79 | 6/4/80 | Non Federal aid |
| | | STATE ROUTE NUMBER: County Road |

GENERAL LOCATION:

Catherine Creek (Wilkinson Road) Bridge

GENERAL DESCRIPTION OF WORK:

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY

PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☐ PREPARATION

☐ OTHER (Specify)

☐ ACQUISITION OF RIGHT-OF-WAY

CONSTRUCTION • ADVERTISE FOR RECEIPT
☒ OF BIDS

☐ CONSTRUCTION • PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

I accept the certification of Mr. Rod Henry dated 5/29/80 that provisions of FHPM 7-5-1 have been complied with and you are now authorized to advertise for bids.

| DATE | SIGNATURE OF APPROVING OFFICIAL | TITLE |
|---|---|---|
| 6/4/80 | G. K. Hansen | for Division Administrator |

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1978-831-955

| | | |

Union

# ENVIRONMENTAL REVIEW CHECKLIST

ALL CLEAR 5/28/80
Donald L Rout

June 26, 1980 Bid Letting _____ All Clear Deadline

SECTION Catherine Cr. (Wilkinson) Bridge
Highway County Road
County Union County Region 5
Type of Work Structure Funds HBR(OS)
State ___ Consultant ___ Plans Avail. __Yes __No

| | Not Required | Required | Mitigation Required | Mitigation/Plans | ALL CLEAR |
|---|---|---|---|---|---|
| **DOCUMENTS:** | | | | | |
| EIS | X | | | | |
| Negative Declaration | X | | | | |
| Project Assessment | | X | | | X |
| Write-off Letter | X | | | | |
| **PERMITS:** | | | | | |
| Division of State Lands | X | | | | |
| D.O.G.M.I. | X | | | | |
| Corps of Engineers | X | | | | |
| Coast Guard | X | | | | |
| Co. Conditional Use | X | | | | |
| NPS Air Pollution | X | | | | |
| NPS Water Pollution | X | | | | |
| **CULTURAL:** | | | | | |
| Cultural Survey | X | | | | X |
| Cultural Salvage | X | | | | |
| **NOISE:** | | | | | |
| Noise Study | X | | | | |

Section Catherine Creek (Wilkinson Rd.) Programm. Estimate $ _____

Highway County Road #115 Project Length _____

County Union Completion Time _____

Kind of Work Structure Est. Comp. Date _____

Prefix 231-1944 Letting Date June 26, 1980 Project No. BROS-3100(3)

## ESTIMATED CONSTRUCTION AUTHORIZATION

Estimated Contract Amount . . . . . $ 111,416.00

Anticipated Additional Items:

| | | |
|---|---|---|
| Royalty Payment | | |
| Permit Fees | | |
| Slide Correction | | |
| Railroad Protective Costs | | |
| Other Railroad Costs | | |
| Permanent Signing | | |
| Permanent Pavement Striping | | |
| Temporary Pavement Striping | | |
| Remove Pavement Striping (Exist. & Temp.) | | |
| Temporary Erosion Control | | |
| State Furnished _____ | | |
| Roadside Seeding & Mulching | | |
| Asphalt Cement Adjustment | | |
| On the Job Trainees | | |
| State Responsibility for Damages | | |
| Signal Controller Testing (Engineering) | | |
| Bikeway Signs | | |
| Furnish Mailbox Posts | | |
| Adjust Utilities: | | |
| _____ | | |
| _____ | | |
| _____ | | |
| _____ | | |
| _____ | | |
| | | $ 0 |

Subtotal $ 111,416.00

Contingencies (4-1/2%) . . . . . 5,013.72

Engineering (~~9~~, ~~0~~%) . . . . . 10,027.44

Subtotal $

Credit for _____ . . . . . _____

Estimated Net Authorization, Construction . . . . . $ 126,457.16

APPROVED

5-21-80

_____

Road Design Engineer

OREGON STATE HIGHWAY DIVISION — Sheet 1 of 1

SUMMARY--BID SCHEDULE--COST ESTIMATE — Date 5-12-80

Section Catherine Cr. (Wilkinson Rd.) Bridge — County Union

Kind Of Work Structure — Length — — Name Butler

| Item | Code | Unit | Quant. | Unit Cost | Total |
|---|---|---|---|---|---|
| Mobilization (9%) | | Lump Sum | All | Lump Sum | 9,200.00 |
| Bridge Removal Work | | Lump Sum | All | Lump Sum | 5,000.00 |
| Earthwork | | Lump Sum | All | Lump Sum | 2,200.00 |
| Furnish Pile Driving Equipment | | Lump Sum | All | Lump Sum | 12,000.00 |
| Furnish 16" Prestressed Concrete Piling | | Lin. Ft. | 560 | 18.00 | 10,080.00 |
| Drive Prestressed Concrete Piles (28cy @ $270) | | Lin. Ft. | 500 | 2.00 | 1,000.00 |
| Structural Concrete, Class 3300 | | Lump Sum | All | Lump Sum | 7,560.00 |
| 4'X40'/45' Prestressed Slabs (3100# @ $.48) | | Each | 14 | 3,642.00 | 50,988.00 |
| Reinforcement | | Lump Sum | All | Lump Sum | 1,488.00 |
| Metal Rail | | Lin. Ft. | 163 | 50.00 | 8,150.00 |
| Guard Rail in Stockpile | | Lump Sum | All | Lump Sum | 2,000.00 |
| Placing Loose Riprap | | Lump Sum | All | Lump Sum | 1,750.00 |
| Total | | | | | 111,416.00 |

FORM 734-1727 (1-79)

STATE OF OREGON

INTEROFFICE MEMO

TO: Mr. W. E. Schwartz
Region 5 Engineer

DATE: April 15, 1980

DES 23
Br 16456

FROM: J. E. Backstrand
Supervising Structural
Design Engineer

SUBJECT:
Catherine Creek
Catherine Cr. (Wilkinson Rd.) Sec.
Wilkinson Road
Union County
Bridge 16456

Enclosed are two reduced prints of drawings 35235, 35236, and 35237 which are the advance detail drawings for the subject structure.

Our present estimate of costs for the proposed contract is:

| | |
|---|---|
| Structure | $127,000 |
| Engineering & Contingencies | 18,000 |
| TOTAL | $145,000 |

It is planned to call for bids on this section on June 26, 1980.

Please make a field review and return one set by May 12, 1980 with your comments and/or corrections noted thereon.

JEB:dh
Enclosures

cc Alvin Campbell, Co. Roadmaster, /w/ 2 sets encls.
Specs Unit /w/ 1 set encls. plus estimate sheet (unchecked) and designer's notes.
Construction /w/ 1 set encls.
Utility Unit /w/ 1 set encls.
County-City Unit
Engineering /w/ 1 set encls.
J. A. Schlieski /w/ 1 set encls.

91-125-1387

RECORD OF JOB DISBURSMENT FOR 03/80

| MONTH | YEAR | VOUCHER NO | PREFIX | FUNCTION | BRIDGE | OBJECT | P/N | FUND | TOTALS | |
|---|---|---|---|---|---|---|---|---|---|---|
| 03 | 1 | 80 | 87775 | 230 1953 | 901 | 152 | P1 | G | 7.08 | 08036 000 |
| 03 | 1 | 80 | 87778 | 230 1953 | 901 | 152 | P1 | G | [illegible] | 08036 000 |
| | | | | | | | | | 1,504.37 * | |
| 02 | | | | 230 1959 | | | | | 1,136.82 | |
| | | | | | | | | | 1,136.82 * | |
| 02 | | | | 231 1904 | | | | | 8,700.91 | |
| 03 | 1 | 80 | [illegible] | 231 1904 | 296 | | N9 | G | [illegible] 30CR | |
| 03 | 1 | 80 | [illegible] | 231 1904 | 298 | | N9 | G | 2,[illegible]51CR | |
| 03 | 1 | 80 | [illegible] | 231 1904 | 298 | | N9 | G | 553.30 | |
| 03 | 1 | 80 | [illegible] | 231 1904 | 901 | 1 | P1 | G | 2,[illegible]91 | |
| 03 | 1 | 80 | [illegible] | 231 1904 | 901 | 10 | P1 | G | 276.[illegible] | [illegible] |
| 03 | 1 | 80 | [illegible] | 231 1904 | [illegible] | 167 | P1 | G | 3.02 | [illegible] |
| 03 | 1 | 80 | [illegible] | 231 1904 | [illegible] | 167 | P1 | G | 25.01 | [illegible] |
| 03 | 1 | 80 | [illegible] | 231 1904 | 905 | 167 | P1 | G | 223.12 | [illegible] |
| 03 | 1 | 80 | [illegible] | 231 1904 | [illegible] | 167 | P1 | G | 25.50 | [illegible] |
| 03 | 1 | 80 | [illegible] | 231 1904 | [illegible] | 167 | P1 | G | [illegible].23 | [illegible] |
| 03 | 1 | 80 | [illegible] | 231 1904 | [illegible] | 35 | P1 | G | 5.62 | [illegible] |
| 03 | 1 | 80 | [illegible] | 231 1904 | 910 | 171 | P1 | G | 75.43 | [illegible] |
| 03 | 1 | 80 | [illegible] | 231 1904 | 918 | 160 | P1 | G | 9.35 | [illegible] |
| 03 | 1 | 80 | [illegible] | 231 1904 | 926 926 | 160 | P1 | G | 2.30 | [illegible] |
| 03 | 1 | 80 | 37033 | 231 1904 | 926 | 160 | P1 | G | 1.20 | [illegible] |
| 03 | 1 | 80 | [illegible] | 231 1904 | 926 | 160 | P1 | G | 37.79 | [illegible] |
| 03 | 1 | 80 | [illegible] | 231 1904 | 927 | 160 | P1 | G | .20 | [illegible] |
| 03 | 1 | 80 | 37033 | 231 1904 | 927 | 160 | P1 | G | 17.50 | 93000 000 |
| 03 | 1 | 80 | [illegible] | 231 1904 | 927 | 168 | P1 | G | 51.01 | [illegible] |
| 03 | 1 | 80 | [illegible] | 231 1904 | 927 | 168 | P1 | G | 372.58 | [illegible] |
| 03 | 1 | 80 | 87736 | 231 1904 | 927 | 168 | P1 | G | 107.80 | [illegible] |
| 03 | 1 | 80 | [illegible] | 231 1904 | 927 | 168 | P1 | G | 8.60 | [illegible] |
| 03 | 1 | 80 | [illegible] | 231 1904 | 927 | 168 | P1 | G | 35.95 | [illegible] |
| 03 | 1 | 80 | 87797 | 231 1904 | 927 | 168 | P1 | G | 71.92 | 01000 002 |
| 03 | 1 | 80 | 87799 | 231 1904 | 927 | 168 | P1 | G | 35.95 | 01000 002 |
| | | | | | | | | | 10,146.90 * | |
| 02 | | | | 233 1936 | | | | | 7,686.88 | |
| 03 | | 80 | T1503 | 233 1936 | 901 | 1 | P1 | G | 71.18 | [illegible] |
| 03 | | 80 | [illegible] | 233 1936 | 901 | 1 | P1 | G | 52.71 | [illegible] |
| 03 | 1 | 80 | [illegible]31 | 233 1936 | 901 | 7 | P1 | G | 9.00 | [illegible] |
| 03 | | 80 | [illegible] | 233 1936 | 901 | 152 | P1 | G | 5.00 | [illegible] |
| 03 | | 80 | [illegible]37 | 233 1936 | 905 | 160 | P1 | G | 13.90 | [illegible] |
| 03 | 1 | 80 | [illegible]01 | 233 1936 | 905 | 160 | P1 | G | .40 | [illegible] |
| 03 | | 80 | [illegible]59 | 233 1936 | 905 | 160 | P1 | G | 25.88 | [illegible] |
| 03 | 1 | 80 | 87790 | 233 1936 | 905 | 161 | P1 | G | 2.88 | [illegible] |
| | | | | | | 168 | P1 | G | 5.00 | 01000 001 |

Davis 30 Prints 5.62

| | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 05 | 80 | [illegible] | 231 | 1937 | 298 | | 10 | G | 91.49 | | |
| | | | | | | | | | 102.96 | * | |
| 05 | | | 231 | 1937 | 298 | | 10 | G | 11,793.31 | | |
| 05 | 1 | [illegible] | 231 | 1937 | 298 | | 10 | G | 1,2[illegible] | [illegible]R | |
| 05 | 1 | [illegible] | 231 | 1937 | 298 | | ND | G | 12.[illegible] | CR | |
| 05 | 1 | [illegible] | 231 | 1937 | 298 | | 10 | G | 1,2[illegible] | | |
| 05 | 1 | [illegible] | 231 | 1937 | 298 | | 10 | G | 16.[illegible] | | |
| 05 | 1 | [illegible] | 231 | 1937 | 298 | 167 | P1 | G | 73.32 | [illegible] | |
| 05 | 1 | [illegible] | 231 | 1937 | 298 | 167 | P1 | G | 7.[illegible] | [illegible] | |
| 05 | 1 | [illegible]13 | 231 | 1937 | 298 | 167 | P1 | G | 7.[illegible] | [illegible] | |
| 05 | 1 | [illegible] | 231 | 1937 | 914 | 1 | P1 | G | 62.37 | 02[illegible] | |
| 05 | 1 | [illegible] | 231 | 1937 | 918 | 161 | P1 | G | 50.[illegible] | [illegible] | |
| 05 | 1 | [illegible] | 231 | 1937 | 919 | 161 | P1 | G | 21.[illegible] | [illegible] | |
| 05 | 1 | 00[illegible] | 231 | 1937 | 921 | 167 | P1 | G | 196.64 | 0075[illegible] | |

74 OLALID PRINTS @ 10¢

44413

MAY 31 1980

RECORD OF JOB DISBURSEMENT FOR 05/80

| MONTH | YEAR | VOUCHER NO | PREFIX | FUNCTION | BRIDGE | OBJECT | P/N | FUND | TOTALS | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 05 | 1 | [illegible] | 231 | 1937 | | 921 | 167 | P1 | G | 203.[illegible] | [illegible] |
| 05 | 1 | [illegible] | 231 | 1937 | | 922 | 167 | P1 | G | 16.13 | [illegible] |
| 05 | 1 | [illegible] | 231 | 1937 | | 922 | 167 | P1 | G | 3.[illegible] | [illegible] |
| 05 | 1 | [illegible] | 231 | 1937 | | 923 | 167 | P1 | G | 25.[illegible] | [illegible] |
| 05 | | [illegible] | 231 | 1937 | | 927 | 160 | P1 | G | 1.20 | [illegible] |
| 05 | | [illegible] | 231 | 1937 | | 927 | 160 | P1 | G | 15.[illegible] | [illegible] |
| 05 | | [illegible] | 231 | 1937 | | 927 | 160 | P1 | G | 2.[illegible] | [illegible] |
| 05 | 1 | [illegible] | 231 | 1937 | | 927 | 167 | P1 | G | 2.[illegible] | [illegible] |
| 05 | 1 | [illegible] | 231 | 1937 | | 927 | 168 | P1 | G | 17.62 | [illegible]2 |
| 05 | 1 | [illegible] | 231 | 1937 | | 927 | 168 | P1 | G | 3.[illegible] | [illegible] |
| 05 | 1 | [illegible] | 231 | 1937 | | 927 | 167 | P1 | G | 3.[illegible] | [illegible] |
| 05 | 1 | [illegible] | 231 | 1937 | | 927 | 168 | P1 | G | 9.[illegible] | [illegible] |
| 05 | 1 | [illegible] | 231 | 1937 | | 927 | 168 | P1 | G | 1.[illegible] | [illegible] |
| 05 | 1 | [illegible] | 231 | 1937 | | 927 | 169 | P1 | G | 3.[illegible] | [illegible] |
| 05 | 1 | [illegible] | 231 | 1937 | | 927 | 168 | P1 | G | 3.[illegible] | [illegible] |
| 05 | 1 | [illegible] | 231 | 1937 | | 927 | 168 | P1 | G | 2.[illegible] | [illegible] |
| 05 | 1 | [illegible] | 231 | 1937 | | 927 | 168 | P1 | G | 2.[illegible] | [illegible] |
| 05 | 1 | 00[illegible]72 | 231 | 1937 | | 927 | 168 | P1 | G | 109.93 | 01[illegible] |
| | | | | | | | | | | 13,052.01 | * |
| 05 | | | 231 | 1937 | | | | | | 10,[illegible]37 | |
| 05 | 1 | [illegible] | 231 | 1937 | | 921 | 1 | P1 | G | 22.[illegible]R | [illegible] |
| | | | | | | | 169 | P1 | | | |
| | | | | | | | 167 | P1 | | | |

RECORD OF JOB DISBURSMENT FOR 04/80

| MONTH | YEAR | VOUCHER NO | PREFIX | FUNCTION | BRIDGE | OBJECT | P/N | FUND | TOTALS | |
|---|---|---|---|---|---|---|---|---|---|---|
| 04 | 1 | 80 | [illegible] | 230 | 1957 | 298 | | 18 | G | 31.02 | |
| | | | | | | | | | 1,506.34 * | |
| 03 | | | | 230 | 1959 | | | | | 1,136.82 | |
| 04 | 1 | 80 | [illegible] | 230 | 1959 | 296 | | 18 | G | 1,023.19CR | |
| 04 | 1 | 80 | [illegible] | 230 | 1959 | 298 | | 18 | G | 1,023.14 | |
| 04 | 11 | 80 | 88071 | 230 | 1959 | 901 | 166 | M1 | G | 10.50 | 00000 001 |
| | | | | | | | | | 1,147.32 * | |
| 04 | 1 | 80 | [illegible] | 231 | 1937 | 926 | 168 | P1 | | 103.96 | 01000 012 |
| | | | | | | | | | 103.96 * | |
| 03 | | | | 231 | 1944 | | | | | 10,196.50 | |
| 04 | 1 | 80 | [illegible] | 231 | 1944 | 296 | | 18 | G | 221.13CR | |
| 04 | 1 | 80 | [illegible] | 231 | 1944 | 298 | | 18 | G | 221.13 | |
| 04 | 1 | 80 | [illegible] | 231 | 1944 | 901 | 1 | M1 | G | 2.51 | |
| 04 | 1 | 80 | [illegible] | 231 | 1944 | 901 | 1 | P1 | G | 2.51 | |
| 04 | 1 | 80 | [illegible] | 231 | 1944 | 901 | 10 | M1 | G | 4.00 | |
| 04 | 1 | 80 | [illegible] | 231 | 1944 | 926 | 167 | P1 | G | 55.83 | |
| 04 | 1 | 80 | [illegible] | 231 | 1944 | 926 | 168 | P1 | G | 4.00 | |
| 04 | 1 | 80 | [illegible] | 231 | 1944 | 926 | 180 | P1 | G | 21.00 | |
| 04 | 1 | 80 | [illegible] | 231 | 1944 | 926 | 181 | P1 | G | 3.00 | |
| 04 | 1 | 80 | [illegible] | 231 | 1944 | 927 | 167 | P1 | G | 73.32 | |
| 04 | 1 | 80 | [illegible] | 231 | 1944 | 927 | 167 | P1 | G | 2.92 | |
| 04 | 1 | 80 | [illegible] | 231 | 1944 | 927 | 167 | P1 | G | 18.00 | |
| 04 | 1 | 80 | [illegible] | 231 | 1944 | 927 | 168 | P1 | G | 8.00 | |
| 04 | 1 | 80 | [illegible] | 231 | 1944 | 927 | 168 | P1 | G | 73.00 | |
| 04 | 1 | 80 | [illegible] | 231 | 1944 | 927 | 180 | P1 | G | 12.00 | |
| 04 | 1 | 80 | [illegible] | 231 | 1944 | 927 | 180 | P1 | G | 21.00 | |
| 04 | 1 | 80 | [illegible] | 231 | 1944 | 927 | 180 | P1 | G | 73.32 | |
| 04 | 1 | 80 | [illegible] | 231 | 1944 | 927 | 180 | P1 | G | 3.00 | |
| 04 | 1 | 80 | [illegible] | 231 | 1944 | 927 | 180 | P1 | G | 3.00 | |
| 04 | 80 | [illegible] | 231 | 1944 | 927 | 180 | P1 | G | 3.00 | | |

927

# TIME REPORT for

OREGON STATE HIGHWAY DIVISION — NAME OF EMPLOYEE: Backstrom J. E.

CLASSIFICATION AND RATE:

FOR THE WEEK ENDING:

| JOB NAME AND NUMBER | COST DISTRIBUTION | DESCRIPTION OF WORK PERFORMED | 7 MON | TUE | 9 WED | 10 THU | FRI | | | TOTAL HOURS | RATE | EXTENSION |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| East Portland Fwy I-205 | | | 7 | | | | 7 | | | | | |
| | | | | | | | | | | | | |
| | | | | | | | | | | | | |
| | | | | | | | | | | | | |
| | | | 1 | 1 | 1 | 1 | | | | 4 | | |
| | | | | | | | | | | | | |
| Sunset Hills Memorial Park Acct. 16-54 | 54-202-904 | | | 1 | 1 | 1 | 1 | | | | | |
| | | | | | | | | | | | | |
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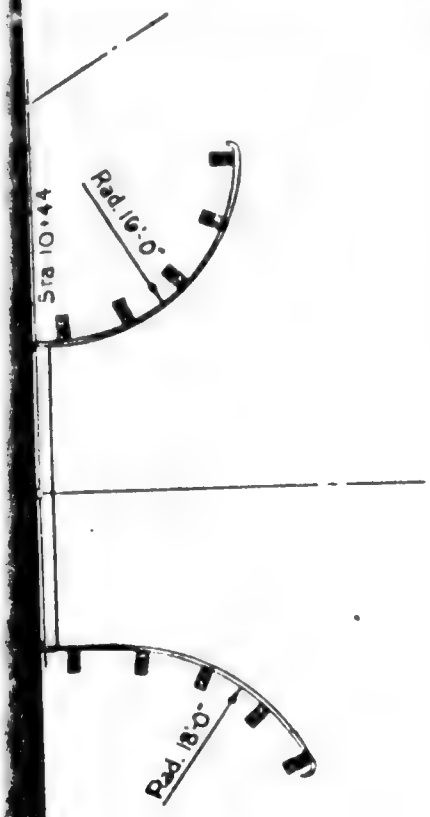
(DO NOT KEY PUNCH ENTRIES BELOW THIS LINE)

| | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Vacation Leave | 8001-568 | | | | | | | | | | | |
| Sick Leave | 8021-568 | | | | | | | | | | | |
| Other: | | | | | | | | | | | | |

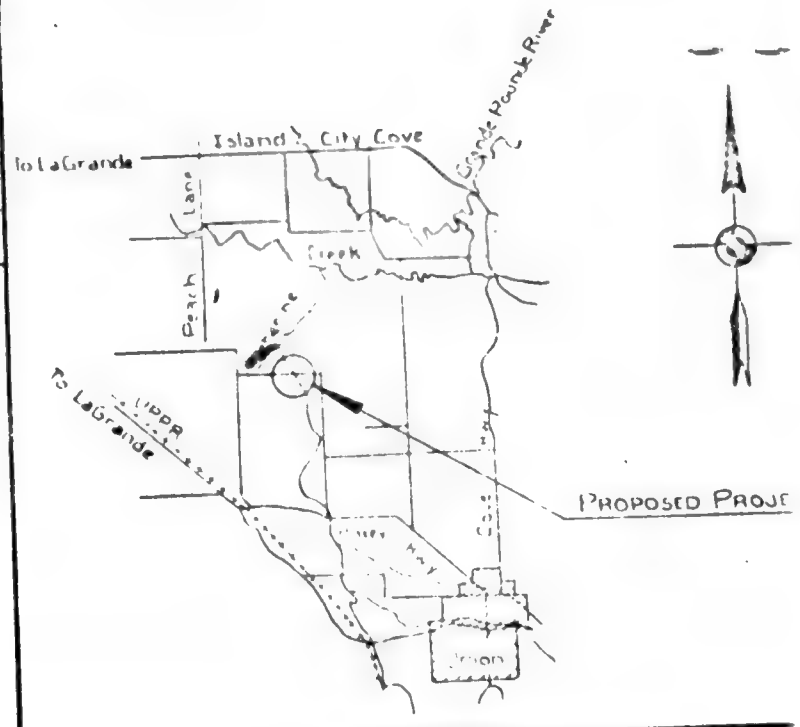
SIGNATURE

734-3181 (Rev. 10-78)



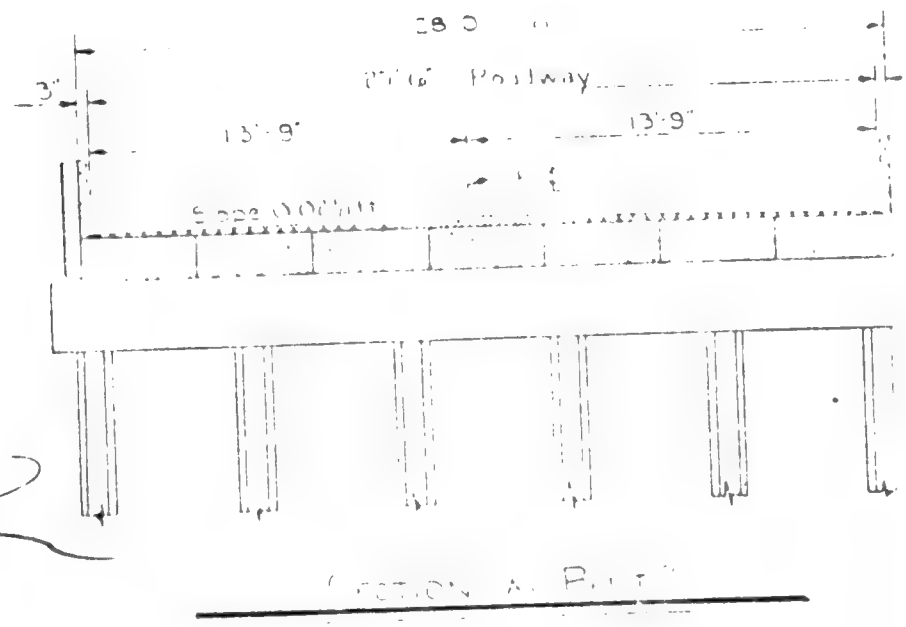

## DRAULIC DATA

| | Design Flood | Interm Reg flood | Max. flood year 1948 |
|---|---|---|---|
| Discharge c.f.s. | 1370 | 1630 | 1740 |
| Frequency yrs. | 25 | 100 | 170 |
| H.W Elevation Channel Changefi | 2695.5 | 2696.2 | |
| H.W Elevation Channel Change | ——— | ——— | ——— |




VICINITY MAP

Scale: 1" = 2 miles




SECTION A-A

Pin

16" Octagonal Prestressed Concrete Piles.(Typ.)

nt 3

APPROVED BY

COUNTY OF Union

JUDGE C.T. CHAIRMAN

COMMISSIONER

COMMISSIONER

DATE 3/26/80

HBR(OS) (A)

| | |
|---|---|
| APPROVED: P.E. STRUCTURAL DESIGN ENGINEER P.E. TRAFFIC & SERVICES ENGINEER | OREGON DEPARTMENT OF TRANSPO STRUCTURAL DESIGN SECTION |
| DESIGNED DRAWN J. S. (Berridge) CHECKED REVIEWED REVIEWED CALC. BOOK | CATHERINE CREEK WILKINSON RD CATHERINE CR WILKINSON Rd SE UNION COUNTY |
| DATE REVISION | PRELIMINARY PLAN AND E |
| | ACCOMPANIED BY DWGS |
| DATE February 1980 BRIDGE NO 06456 | SHEET OF DRAWING NO |

VICTOR ATIYEH
GOVERNOR

*Department of Transportation*
# STATE HIGHWAY DIVISION

In Reply Refer to
File No.:

REGION 5 OFFICE

W. E. Schwartz
Region Engineer

P. O. Box 850 ... ...La Grande, Oregon 97850 ... ...Telephone 963-3177

March 17, 1980

Mr. Alvin Campbell
Roadmaster
Rt. 1, Box 1676
La Grande, Oregon 97850

Dear Alvin:

Re: Catherine Cr. (Wilkinson Rd.) Br. Sec.
Highway Bridge Replacement Project, OFF System

Enclosed are three copies of Drawings 35117 and 35052 which are the Preliminary Plan and Elevation and Vicinity Map for the above subject project.

The preliminary plans appear to be in conformance with the plans developed by Joe, and reviewed with you some time ago. However, please review the plans carefully and if revisions are necessary, show them in red.

Our present estimate of cost for the proposed two span structure is as follows:

| | |
|---|---|
| Structure (includes furnishing approach guard rail) | $127,170. |
| Engineering and Contingencies | $ 18,440. |
| Total Estimated Construction Cost | $145,610. |

This amount is considerably under the project request estimate of $190,800 which was based on a clear span structure. Our experience with the Godley Lane Structure and other exposed bent structures has indicated no problem with ice flows. I am very pleased the apparent cost of the structure has been reduced. We plan to call for bids on June 26, 1980.

After you have completed your review, please present the Preliminary Plans to the County Court for approval. When the plans have been approved, return two copies to me for further processing.

Your early attention will be appreciated, so we may keep on schedule.

Sincerely,

Roger C. Lang
Region Federal Aid Engineer

RCL/dt
Enclosures

cc: D. E. Swan
J. E. Backstrand

STATE OF OREGON

INTEROFFICE MEMO

TO: Mr. W. E. Schwartz
Region 5 Engr. Attn. Roger C. Lang

DATE: March 10, 1980

FROM: J. E. Backstrand
Supervising Structural
Design Engineer

SUBJECT:

Catherine Cr. (Wilkinson Rd.) Br., No. 16456
Catherine Cr. (Wilkinson Rd.) Sec.
Wilkinson Road
Union County

Enclosed are four reduced prints of drawings 35117 and 35052 which are the preliminary plan and elevation and vicinity map for the subject structure.

The two-span slab span structure on pile bents is less expensive than a single span structure on abutments. All data indicates the two-span lay-out with a pile bent at midstream provides more than adequate hydraulic opening at this site. This is the same bridge layout as was constructed downstream on Catherine Creek at Godley Lane in 1976. The single span layout provides slightly less waterway opening. Existing structures on Catherine Creek with exposed pile bents do not exhibit any particular problems due to ice flow

Our present estimate of costs for the proposed structure is as follows:

| | |
|---|---|
| Structure (includes providing approach guardrail) | $ 85,000 |
| Engineering & Contingencies | 17,000 |
| | $102,000 |

This estimate does not include the cost of approach work including grading, paving, installing guard rail, et cetera, to be done by the county, nor any utility work. The comparative cost of the single span structure is $135,000 (preliminary elevation sketch is enclosed).

Please use these prints to obtain the approval of Union County and return one set of prints to this office as soon as possible with the appropriate approval stamped thereon.

It is planned to call for bids on this project on June 26, 1980.

JEB:dh
Enclosures
cc Herb Schell, FHWA /w/ 1 encl.
D. O. Christensen /w/ 1 encl.
County-City
Maxine Banks, Environment /w/ 1 encl.

81.125.1387

STATE OF OREGON

INTEROFFICE MEMO

HIGHWAY DIVISION - ODOT (DEPT.) 378-6369 (TELEPHONE)

TO: F I L E

DATE: February 11, 1980

FROM: David W. Bryson
Asst. Hydraulics Engineer

SUBJECT: Catherine Creek (Wilkinson Rd.) Bridge
Wilkinson Road
Union County

The proposed project will replace an existing two-span log bridge which is supported on log cribs at the ends and a pile bent in the center. The existing structure is 83 feet long. The proposed structure will be placed on the existing alignment.

HYDROLOGY

Catherine Creek is a south-north tributary of the Grande Ronde River and drains an area of approximately 197 square miles above the proposed bridge site. Fifty-seven years of stream gage records are available from gage number 13-3200 (drainage area = 105 square miles) which is located approximately fourteen miles upstream from the bridge site. The recurrence interval vs. peak discharge relationship listed below is based on a Log-Pearson Type III analysis of the gage data.

| Recurrence Interval | Peak Discharge |
|---|---|
| 100-year | 1,630 cfs |
| 50-year | 1,500 cfs |
| 25-year | 1,370 cfs |
| 10-year | 1,180 cfs |
| 5-year | 1,020 cfs |

These values have not been adjusted to reflect the difference in drainage area between the gage and the bridge site since the peak discharge is due to spring rains augmented by snowmelt occurring in the upper reaches of the basin (Wallowa Mountains). The gaging records indicate that the peak yearly discharge occurs sometime between April 1 and June 15.

In addition to gage 13-3200, daily river stages have been monitored in the Old Grande Ronde River near Cove since 1948 (gage number 13-3221, drainage area = 355 square miles). Flow in the Old Grande Ronde River near Cove is composed mostly of Catherine Creek outflow, although some local drainage around Cove and La Grande also contributes to it. Comparison of the peak flows of the two gages indicates that there is very little, if any, increase in flow at the downstream gage near Cove despite a 240% increase in drainage area.

The largest flood of record occurred May 27, 1948 when a discharge of 1,740 cfs (170-year recurrence interval) was measured at gage 13-3200. This same flood had a peak discharge of 1,730 cfs on May 31, 1948 downstream at gage 13-3221.

HYDRAULIC DESIGN

The 25-year flood of 1,370 cfs was chosen as the design flood for this location with an estimated highwater elevation of 2,695.5 feet (MSL). Highwater elevation during the 100-year flood of 1,630 cfs would be approximately elevation 2,696.2 feet (MSL).

The existing structure provides a waterway area of 470 square feet and 520 square feet below the highwater elevation for the 25-year design flood and 100-year flood, respectively. Because of the extremely flat stream gradient, a negligible amount of backwater is created by the existing structure during either of these floods.

A two-span structure which provides a trapezoidal channel section with a 50-foot bottom and 1 1/2:1 side slopes was investigated and found to maintain the status quo by creating a negligible amount of backwater during both the 25-year design flood and the 100-year flood. A single-span structure which provides a rectangular channel section with a 62-foot bottom was also investigated and found to maintain the status quo as above.

RIPRAP

It is suggested that the embankment slopes for the spill-through abutment alternate be protected with a 12-inch blanket of Class 50 loose riprap. No filter blanket will be required and the riprap should have a toe trench. For the vertical abutment alternate it is suggested that the toe of the abutments be protected with a Class 50 loose riprap.

DWB:ge

cc: Frank Terpin w/att.
Walt Hart "
Jack Davis "
D. Christensen "
Don Harwell "
W. E. Schwartz "
Herb Schell, FHWA "

PROJECT MANAGEMENT BRANCH
ASHE ☐ STE ☐
PLE ☐ RE ☐ PRE ☑
FEB 12 1980
REFERRED TO _____
FOR _____
FILE: PM FA LG

# HYDRAULIC DATA

| | DESIGN FLOOD | INTERMEDIATE REGIONAL FLOOD | MAXIMUM FLOOD YEAR ( 1948 ) |
|---|---|---|---|
| Discharge - cfs / $m^3/s$ | 1370 | 1630 | 1740 |
| Frequency - yrs. | 25 | 100 | 170 |
| H.W. Elevation Natural Channel ft. / m. | 2695.5 | 2696.2 | |
| H.W. Elevation Channel Change ft. / m. | | | |
| Average Velocity fps / mps | 3.1± | 3.1± | |

NOTE FOR A CANAL: "DESIGN FLOOD" = Design Flow
"Discharge" = Capacity

REMARKS:

**OREGON STATE HIGHWAY DIVISION**
HYDRAULICS UNIT

Catherine Creek (Wilkinson Rd.) Bridge
Wilkinson Road
Union County

| COMPILED BY: | DATE: |
|---|---|
| | February [illegible] |

FORM 81-734-3030

# OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE:

La Grande, Oregon
February 1, 1980

FROM: Bob Aldrich
Region Engineering Specialist

SUBJECT: Catherine Creek (Wilkinson Rd.)
Bridge
Wilkinson County Road #115
Union County

Location Data

TO: F. E. Terpin
Location Engineer

S A L E M

Enclosed find the following location data:

1 copy---- Vicinity map and detail sheet ✓ copy of vic map to Hydral.
Copies have been distributed to the following:

Red Gerlach - Utilities Engineer.
Jack Davis - Foundation Engineer.
Harold Brainerd - R/W Supervisor.
Alvin Campbell - Union Co. Roadmaster.

1 copy---- Location Narrative Report.
Copies have been distributed to the following:

Red Gerlach - Utilities Engineer.
Jack Davis - Foundation Engineer.
Harold Brainerd - R/W Supervisor.
Alvin Campbell - Union Co. Roadmaster.

To Bridge Design - 2-6-80

1 copy---- Locating Engineer's Statement.

1 copy---- Region Checklist for Compliance with Title VI.

1 copy---- Location Cost Estimate and Quantity Summary.

1-pad---- Project Photos.

1-book---- Field Notes.

1 copy---- Checklist of Hydrologic and Hydraulic Data. - to hydraulics

1-roll---- Plotted Stream Profile and X-Sections. - to Hydraulics

1-roll---- Plotted "P" Line Profile and X-Sections.

to City-Co 2-6-80

BA/dt
Enc.
cc: Joe Schlieski

RECEIVED
FEB 6 1980
LOCATION
SECTION

LOCATION NARRATIVE REPORT

Section: Catherine Cr. (Wilkinson Rd.) Bridge
Federal Aid Project No: BROS-3100(3)
Wilkinson Road
Union County

Work to be done: Reconstruction of county bridge. Structure work only.

The proposed project is the reconstruction of an existing bridge on Wilkinsen Road over Catherine Cr. The project is located N.W. of Union in T 3, R 39 E, Sections 27 & 28.

**Existing Structure:** The existing structure is a two span log bridge supported on log cribs at the ends and a pile bent in the center of the creek. The structure is presently posted with about a 5 ton load limit. The county has experienced a considerable amount of vandalism on this structure - with the center bent being set afire several times. The structure is 83' in length and 18' wide.

**Existing Foundation:** Apparently the structure is supported only on earth filled log crib abutments at the ends and a pile bent in the creek. This appears to have been satisfactory for some time.

**Proposed Structure Foundation:** Two test hole were drilled on opposite corners of the existing structure. The drill logs indicate a considerable amount of silts and clays down to 95' below the road. For estimating purposes we have assumed the use of prestressed concrete piling, although steel piling may be the final choice. We've estimated the pile length at 50'.

**Proposed Structure:** We're proposing a prestressed slab bridge consisting of 2 - 44' spans, with a 28' roadway, supported on pile bents. The new structure will reasonably match the existing roadway for elevation. The county had mentioned a 100' clear span structure in their project request. After discussing the project with them and reviewing the structure down stream - Godley Lane - it was decided that a clear span would not be necessary. Our proposed structure closely follows an earlier project - known as the Catherine Creek Bridge Section - Br. # 16281 - constructed in 1976.

**Structure Waterway:** The existing structure opening has apparently been adequate. Dikes have been constructed on either side of the present structure and on both sides of the creek - channeling the water under the structure. The structure is about the highest elevation in the vicinity. We have lengthened the structure slightly to eliminate a minor constriction of the channel as can be noted on the vicinity map.

**Horizontal Alignment:** The centerline of the structure will remain the same as the existing roadway.

**Vertical Alignment:** A flat finish grade of 105.9 (assumed TBM) is proposed for the new structure with the roadway substantially following the same grade of the present roadway.

hannel ork: There will be no channel work other than that necessary to complete the structure work and place the required riprap.

tructure kew: The proposed structure will be normal to the roadway centerline.

cour: There is no indication that scour has been a problem in the past - the old structure has been founded on earth filled log cribs for many years. The creek does not move very fast through this area.

rosion: Erosion is a slight problem with part of the creek bank topsoil being washed away. Generally the banks are well covered with grasses and other vegetation.

rift: Drift does not appear to be aproblem at this time. However the county reports that in the past they had drift problems at the center bent. To alleviate this problem we'd recommend enclosing the center bent piling in a concrete webwall to prevent drift from lodging between the piling, etc.

e floes: Icefloes have been aproblem in the past. With the configuration of the creek and the type of drainage involved I'm uncertain that a clear span would have any real benefit. With the recommendation that a center bent be enclosed in a webwall - we feel that the icefloe problem will not be of any great concern to the county.

iprap: We're anticipating the need for 18" of class 100 riprap on the slopes under the structure - as was required on the Godley Lane bridge. The county will furnish the riprap at the project for placement by the contractor.

aterial ources: No sources are being named. The county will complete all grading, surfacing, and provide the riprap.

rainage rea: Refer to the following quadrangle sheets - Conley, Oregon and Cove, Oregon.

ructure ostream: The next structure upstream that relates to this structure is our highway structure #558A. This structure was constructed in k966 and has an 83' length consisting of 1 - 24', 1 - 32', and 1 - 24' RC slab span.

tructure ownstream: The next structure downstream is the Godley Lane Bridge - our bridge # 16281 constructed in 1976. We've patterned our proposal after the Godley Lane Br. This structure is 88' in length and consists of 2 - 44' slab spans with a center bent in the creek.

uardrail: Guardrail will be required on all four corners of the structure. We propose only 25' of type 3 rail modified with type "C" endpieces. We recommend no guardrail anchors. All guardrail radii are shown on the location detail sheet. The guardrail is to be furnished by the contractor and installed by the county when they complete the related grading work. Guardrail can be stockpiled at the Union County Shops near Island City.

**me ommission:** The Oregon State Game Commission (Duane West fish biologist La Grande) asked that construction be restricted to the period between July 1 and January 1 due to the spring salmon and steelhead run. He also asked that excavation and embankment material entering the free flowing stream be held to a minimum, and fresh concrete or other contaminating materials not be allowed to enter the stream.

**ermits:** All required permits are to be obtained by the State.

**inorities:** No minorities were identified within the limits of the project.

**etour:** No detour will be required. The county will close the road to all thru traffic.

**igning:** All detour signing will be provided and installed by the county. The only signing required of the contractor will be a "ROAD CLOSED" sign at the work site on the temporary reflectorized barrier.

**ight-of-way:** The county has 60' of R/W. All construction will be completed within the existing R/W. The structure should be designed to stay within the R/W with the use of wingwalls, etc. as may be required.

**ilities:** C P National - maintains elctrical services in the area. At the present time there is a service drop crossing over the present structure. This line serves the sump pump on the northerly side of the road. During construction this line will have to be removed or adjusted. The pump is used only during the spring run-off. Discussing this problem with Bill Delashmutt, of CPN, he feels this will not be a problem.

General Telephone - there is no service in the immediate area of the structure.

CP National - maintains natural gas service in this locality - however there is no service or distribution lines near this project.

**ructure ility ontacts:** The only possible contact would be the telephone service. This is a very remote possiblity. A hanger bracket could be adapted to the bolt-on metal rail posts at a later date by the utility if it becomes necessary. No provisions on this contract would be necessary.

**rrigation acilities:** There are no irrigation facilities that would affect this structure within this project.

**ontract etting:** The contract letting should be timed to coincide with the construction restrictions placed on the work by the Game Commission.

**alendar orkdays:** I'd recommend between 75 and 90 calendar days. Since the road will be closed to the public we should encourage the contractor to complete the project in the shortest possible time.

**ost stimate:** Substantially all the costs have been derived from the Region 5 cost analysis report or current projects within the immediate area. Our cost estimate is considerably less than the original project assessment. This is atributted to using a slab span in stead of a bulb-tee and going to 2 shorter spans in lieu of a clear span.

pecial rovisions:

Excavation - excavated materials not required for filling or backfilling within the project limits shall be wasted on the structure approach embankments in a manner satisfactory to the engineer.

Pile cut-offs - salvageable pile cut-offs, steel and prestress, will become the property of the county. They shall be piled on the R/W adjacent to the job site at a location selected by the engineer.

Removal of existing structure - the existing structure is to be removed by the contractor. All salvageable timbers and wood piling are to be stockpiled on the R/W in area designated by the engineer. Salvageable timbers and piling will remain the property of the county.

Riprap - riprap will be furnished and hauled by the county to the project site. Placement of the riprap on the end slopes, etc. will be by the contractor. Payment will be in place.

Grading - all approach grading work will be completed by the county.

Paving - any paving of the structure deck will done by the county.

POSSIBLE SOURCES OF INFORMATION

| | | |
|---|---|---|
| Alvin Campbell | Union County Roadmaster<br>Rte 1 Box 1676<br>La Grande, Oregon 97850 | Phone: 863-8686 |
| Duane West | Ore. State Game Commission<br>Fish Biologist<br>La Grande | Phone: 963-2138 |

Joseph A. Schlicski
Resident Engineer
1-30-80

## LOCATION COST ESTIMATE AND QUANTITY SUMMARY

SECTION Catherine Cr.--Wilkinson Rd. UNIT OR PART _____ sheet 1 of 1

HIGHWAY Wilkinson County Road PREFIX 231-1944 COUNTY Union

| ITEM NO | SPEC. NO | ITEM DESCRIPTION | UNIT | TOTAL QUANTITY | UNIT PRICE | AMOUNT |
|---|---|---|---|---|---|---|
| 1 | | Mobilization | L.S. | 100% | $ 10,500 | $ 10,500 |
| 2 | | Bridge Removal Work | L.S. | 100% | 5,000 | 5,000 |
| 3 | | Temp. Protection & Direction of Traffic | L.S. | 100% | 650 | 650 |
| 4 | | General Excavation | Cu. Yd. | 300 | 10 | 3,000 |
| 5 | | Furnish Pile Driving Equipment | L.S. | 100% | 10,000 | 10,000 |
| 6 | | Furnish 16" Prestressed Concrete Pining | L.-Ft. | 700 | 25 | 17,500 |
| 7 | | Drive Prestressed Concrete Piling | L.-Ft. | 620 | 13 | 8,060 |
| 8 | | Structural Concrete (Class 3300) | L.S. | 100% | 14,000 | 14,000 |
| 9 | | Prestressed Slabs (4' x 44') | Ea. | 14 | 3,000 | 42,000 |
| 10 | | Reinforcement | L.S. | 100% | 3,900 | 3,900 |
| 11 | | Metal Bridge Rail with Tube | L.-Ft. | 188 | 45 | 8,460 |
| 12 | | Guard Rail (Type 2A) in Stockpile | L.S. | 100% | 2,000 | 2,000 |
| 13 | | Place Riprap (Class 100) | Cu. Yd. | 210 | 10 | 2,100 |
| | | Total of Items | | | | $127,179 |
| | | Contingency (4.5%) | | | | 5,723 |
| | | Engineering (10%) | | | | 12,717 |
| | | Total Cost to Project | | | | $ 145,610 |

OREGON STATE HIGHWAY DEPARTMENT

# LOCATING ENGINEER'S STATEMENT

**Submit 2 Copies With Estimate**

Prefix 231-1944 Highway Wilkinson Road Section Catherine Cr. (Wilkinson Rd.) Br

Highway Class ..... Date January 30, 1980

| Yes | No | N/A* | | |
|---|---|---|---|---|
| | | ☑ | 1. | Are the following being submitted? |
| | | ☑ | | a. Detail Map (Hard Copy). |
| | | ☑ | | b. Small Scale Ownership Map. |
| | | ☑ | | c. Abandonment Map. |
| ☑ | | | | d. Vicinity Maps (PUC and Structures). |
| | | ☑ | | e. RR Encroachment Maps and Cross Sections. |
| | | ☑ | | f. Interchange Layout Sheets. |
| ☑ | | | | g. Location Profile. |
| ☑ | | | | h. Located Line Cross Sections. |
| | | ☑ | | i. Mass Diagram. |
| ☑ | | | | j. Earthwork and Other Calculations to Support Estimate. |
| ☑ | | | | k. Field Notes. |
| | | ☑ | | l. Coordinate Sheets. |
| | | ☑ | | m. Clearing and Grubbing Chart. |
| | | ☑ | | n. Report on Bench Mark Recoveries (Form E-369) |
| | ☑ | | | (1) Description of Bench Mark (Form E-185). |
| | ☑ | | | (2) Report on Condition of Bench Mark (Form E-186). |
| | ☑ | | | o. Photostats of Deeds and Legal Instruments covering Ownerships. |
| | | ☑ | | p. Copies of Maps, Plats and other necessary information for the preparation of R/W Descriptions. |
| | | ☑ | | q. Property Appraisal and justifications for alternate facilities. |
| | | ☑ | | r. Preliminary Soils and Material Report. |
| | | ☑ | | s. Statement of Source of Materials and Stockpile Site (Form E-368). |
| | | ☑ | | t. Sketch Map of all Proposed Stockpile Sites, Gravel Pits and Quarries, with supporting data for Descriptions. |
| | | ☑ | | u. Estimate for Movement of Utilities. |
| ☑ | | | | v. Quantity Summary. |
| ☑ | | | | w. Cost Estimate. |
| | | ☑ | | x. Narrative Report of Survey. |
| | | ☑ | 2. | Have all traverses that are required for the preparation of Metes and Bounds Descriptions been closed? |
| | | ☑ | 3. | Have all required temporary easements been designated as to area, type and duration? |
| | | ☑ | 4. | Have you taken into consideration the mechanics and properties of the various types of soil encountered? |
| | | ☑ | 5. | Have samples of the surfacing materials been submitted for test by the Salem laboratory? |
| | | ☑ | 6. | Have you investigated drift conditions (snow and sand)? |
| | | ☑ | 7. | Are there slide conditions apparent? |
| | | ☑ | 8. | Have you been over this project with a Soils representative? |
| | | ☑ | 9. | Have you been over this project with a R/W representative? |
| | | | 10. | Has a typical section of the following been platted on the location profile? |
| ☑ | | | | a. Roadbed Grading, with Surfacing. |
| | | ☑ | | b. Retaining Walls. |
| | | ☑ | | c. Slope Benching. |
| | | ☑ | | d. Hand Placed Slopes. |
| ☑ | | | | e. Rip Rap Work. |
| | | ☑ | | f. Irrigation Ditches. |
| | | ☑ | | g. Special Drainage Ditches. |
| | | ☑ | | h. Channel Changes. |
| | | ☑ | | i. Flumes. |
| | | ☑ | | j. Sidewalks, Curbs and Gutters. |
| | | ☑ | | k. Tunnel (Drainage). |
| | | ☑ | 11. | Is relocation of a scale site necessary? |
| | ☑ | | 12. | Does this project involve construction of a frontage road? |
| | ☑ | | 13. | Will there be unusual difficulty in handling traffic during construction? |
| ☑ | | | 14. | Have all important alignment points been referenced? |
| ☑ | | | 15. | Have all location problems been discussed in the Narrative Report of Survey? |

* Non Applicable

Signature Joseph A. Senlieski Locating Engineer

Address P. O. Box 850, La Grande

OREGON STATE HIGHWAY DIVISION
State Highway Building, Room 103
Salem, Oregon 97310

Hwy # 2031
Prefix 231-1944

Attention: County-City Unit

Subject: Federal Aid Project No. BROS-3100(3)

Project Name: Catherine Creek (Wilkinson Rd.) Bridge

Regarding the above refered to federal aid project, we hereby certify that to the best of our knowledge and belief:

A. Existing Right-of-Way

[x] 1. All construction can be accomplished completely within the existing right-of-way. This existing right-of-way was acquired prior to January 2, 1971.

B. New Right-of-Way

[ ] 1. This project required additional right-of-way purchased after January 2, 1971. Right-of-way, easements, or rights-of-entry required for this project have been secured in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, and all incidental charges related to the transfer of property will be paid by the city or county in accordance with said act.

[ ] a. There has been no displacement of persons from residences, farms or businesses.

CR

[ ] b. There has been displacement of persons from either residences, farms or businesses and in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, displaced persons, businesses, or farm operations have been provided relocation payments, if eligible, and relocation assistance. Displaced individuals or families have been relocated to decent, safe, and sanitary housing or have been offered decent, safe, sanitary and [illegible] available on the open market.

C. Utilities

[x] 1. The occupancy and/or adjustment of existing utilities within the right-of-way of the above referred to federal aid project have been authorized by permit, franchise, or other approved procedure.

Signed at Elgin, Oregon, this 30 day of Jan, 1980

City/County of Union

[illegible]
Regional Rte Supervisor

February 5, 1980

Instructions: Complete A or B and C.
R/W File No. _____
Rev. 1/78

[illegible]
City/County Judge/Chairman

[illegible]
Councilman/Commissioner

[illegible]
Councilman/Commissioner

U. S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

# LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO.: BROS-3100(3)

STATE PROJECT NO.: See below

FROM: G. L. Green, Division Administrator
Salem, Oregon

PROGRAM NO.:

ITEM NO.: 00022

COUNTY NAME: Union

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

TO:

Mr. H. S. Coulter
State Highway Engineer, ODOT
Salem, Oregon

| DATE PS&E APPROVED | DATE AUTHORIZATION EFFECTIVE | FEDERAL ROUTE NUMBER | STATE ROUTE NUMBER |
|---|---|---|---|
| 11-8-79 | 11-8-79 | Non Federal aid | County Road |

GENERAL LOCATION:

Catherine Creek (Wilkinson Road) Bridge

GENERAL DESCRIPTION OF WORK:

Preliminary Engineering and One Structure

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY

PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☒ PREPARATION including archeological salvage TEC $19,200 - Federal participation limited to $15,360

☐ OTHER (Specify)

☐ ACQUISITION OF RIGHT-OF-WAY

CONSTRUCTION - ADVERTISE FOR RECEIPT
☐ OF BIDS

☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Swan's November 5, 1979 letter you are authorized to proceed with actions necessary to advance the physical construction provided for by the above project at a total estimated cost of $190,800 - Federal Funds $152,640 in accordance with the provisions of your approved Secondary Road Plan. If you subsequently find that exceptions to the procedure will be needed or that your proposed design standards for this project are lower than the minimum design standards as approved May 13, 1970, this office should be notified of such proposed exceptions and reasons thereof.

| DATE | SIGNATURE OF APPROVING OFFICIAL | TITLE |
|---|---|---|
| 11-8-79 | | for Division Administrator |

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1978—721-918

November 7, 1979

TRO 6

Union County Court
Union County Courthouse
LaGrande, Oregon 97850

Attn: Shirley Dolin
County Clerk

Gentlemen:

We have submitted a program to the Federal Highway Administration for approval of the preliminary engineering phase of the replacement of the Catherine Creek (Wilkenson Road) Bridge.

Financial sharing of the preliminary engineering is:

| | |
|---|---|
| Total P.E. | $19,200.00 |
| Federal Funds | 15,360.00 |
| BALANCE | $ 3,840.00 |
| | |
| Local Share: | $ 2,640.00 |

Please make your check in the amount of $2,640.00, payable to the Oregon State Highway Division and send it to Highway Accounting, Room 434, Transportation Building, Salem, Oregon 97310.

Very truly yours,

ORIGINAL SIGNED BY
D. E. SWAN

D. E. Swan
Operation Programming Engineer

PTH:pf

bcc w/AD # 692: Vern Skoog - Please return completed AD # 692 when check is received.
Region 5 Federal Aid Engineer, Roger Lang

12-17-79

VICTOR ATIYEH
GOVERNOR

# *Department of Transportation*
## HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

November 5, 1979

In Reply Refer to
File No.: PRO 6-2

TO G. L. Green, Division Administrator
Federal Highway Administration

FROM D. E. Swan
Operation Programming Engineer

SUBJECT Project Data Submission
Item No. 00022
Project No. BROS-3100(3)
Catherine Cr. (Wilkinson Rd)Bridge
Union County

Enclosed is data for the subject project.

I hereby request the following:

(1) Authorization to proceed with all phases of preliminary engineering including archeological salvage at a total cost of $19,200 with an obligation of $15,360 in federal funds.

(2) Authorization for construction at an estimated total cost of $190,800 with an obligation of $152,640 in federal funds.

CL:sr
attachments
cc: W. Schwartz (Region 5)
H. Reynoldson

Form 734-3122

Budget Bureau No. 41-R

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO W.O.

FORM PR-1 (REV. 4-61)

11-5-79

# FEDERAL-AID PROGRAM DATA

*(PPM 21-1)*

| CARD | REPORT NUMBER (19)(20) | PROJECT LOCATION *(45 typewriter spaces)* 21 65 | | PRESENT | FUTURE (66)(70) | YEAR (71)(72) | REGION | STATE NAME |
|---|---|---|---|---|---|---|---|---|
| CARD 2 | | Co. Rd., Approx. 4.5 mi. N.W. of Union | **ADT** | DHV 10<br>50 | --- | --- | 10 | Oregon |

| CARD | CHARACTER OF PROPOSED WORK *(35 typewriter spaces)* 28 62 | NATL. FOREST (63)(65) | FH ROUTE NO. (66)(68) | SURV AGCY (69) | DA CLASSIF. (70) | DA AREA (71) | EMERG. YR. (72)(73) | PL. AUTH YR (74)(75) | PROJECT NUMBER PREFIX LETTER(S) 14 | NUMBER |
|---|---|---|---|---|---|---|---|---|---|---|
| CARD 3 | P.E., One Structure | | | | | | | | BROS-23 | 3100(3 |

CLASS OF FEDERAL FUNDS: Bridge Replacement

COUNTY NAME: Union

NAME OF URBAN AREA (17-31): ---

ROUTE NO. N | FEDERAL-AID NON (32) | STATE Co. Rd. (36)(37) | U.S.

| CARD 5 | LINE NO. (14-15) | CHANGE CODE (16) | PROJECT CODE 41 | WORK CLASS 42 | WORK TYPE 43 46 | STEP 53 | TERMINI *(Full description)* | MILES (54)(58) | ESTIMATED PROJECT COST BY PHASES: TOTAL ESTIMATED COST (59)(66) | FEDERAL FUNDS (67)(76) 80% | STATE FUNDS | OTHER FUNDS |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | | | | | | | | | | | | |
| 5 | | | | | **PE** | | "Catherine Creek (Wilkinson Rd) Bridge" | 0.02 | 19,200 | 15,360 | 1,200 | 2,640(co |
| 5 | | | | | **ROW** | | | | | | | |
| 5 | | | | | **CONST** (CODE) X080 | | | 0.02 | 190,800 | 152,640 | --- | 38,160(c |
| | | | | | | | | 0.02 | 210,000 | 168,000 | 1,200 | 40,800(c |

(16) (23) (24) (33) REMARKS

| CARD 1 | CODE 1 | PREPARED BY | C.L. | PROJECT TOTALS |
|---|---|---|---|---|
| 1* | 14 | PROGRAM APPROVAL DATES | 10-4-79 | |

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

FORM PR-1 (REV. 4-61)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

# FEDERAL-AID PROGRAM DATA

*(PPM 21-1)*

11-5-79

| ECT LOCATION (45 typewriter spaces) | | PRESENT | FUTURE | YEAR | REGION | STATE NAME | STATE CODE | APPN CODE | ITEM NO. |
|---|---|---|---|---|---|---|---|---|---|
| . Rd., Approx. 4.5 mi. N.W. of Union | ADT | DHV 10<br>50 | --- | --- | 10 | Oregon | 41 | 117 | 00022 |

| WORK (35 typewriter) | NATL. FOREST | FH ROUTE NO. | SUPV AGCY | DA CLASSIF. | DA AREA | EMERG. YR. | PL. AUTH YR | PROJECT NUMBER PREFIX LETTER(S) | NUMBER | SEQ. NO. | I. Projects Only POST MI. | DESIG. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| e | | | | | | | | BROS-23 | 3100(3) | | | |

Bridge Replacement

---

COUNTY NAME: Union — CODE: 061

ROUTE NO. N — FEDERAL-AID: NON — STATE: Co. Rd. — U.S.: --

PROGRAM STAGE: [ ] 1 OR [ ] 2

| WORK TYPE | STEP | TERMINI (Full description) | MILES | TOTAL ESTIMATED COST | FEDERAL FUNDS 80% | STATE FUNDS | OTHER FUNDS | CHARACTER OF PROPOSED WORK (Full description) |
|---|---|---|---|---|---|---|---|---|
| 46 | 53 | | (54) (58) | (59) (66) | (67) (76) | | | |
| E | | | 0.02 | 19,200 | 15,360 | 1,200 | 2,640(co) | |
| OW | | | | | | | | |
| ONST (ODE) 080 | | "Catherine Creek - (Wilkinson Rd) Bridge" | 0.02 | 190,800 | 152,640 | --- | 38,160(co) | ROW-60' normal; Access Control-None; Parking Restrictions-None. |
| | | C.L. PROJECT TOTALS | 0.02 | 210,000 | 168,000 | 1,200 | 40,800(co) | |
| | | | | (16) (23) | (24) (33) | | | |

ROVAL DATES: 10-4-79

REMARKS

-over-

USCOMM DUSCOMM-DC 48905-P61

Catherine Creek (Wilkinson Rd) Bridge Section
Project No. BROS-3100(3)

Existing Facilities:

Roadway. . . . . 20 foot gravel surface
Structure #61-C-18. . . 83.5 foot timber bridge with 18 foot roadway

Adjacent Sections: Same as existing roadway

Project Data: Work under this project consists of the following:

1) Preliminary engineering all phases including archelogical salvage
2) Remove existing bridge and construct 100 foot prestressed concrete slab structure on existing alignment with 28 foot horizontal clearance and incidental work common to this type of project. County forces to construct roadway approaches and install guardrail.

System Action, Airports, Railroads, Water Development, Historical and Recreational Area: None involved

FHPM 4-1-4 Requirements: Exempt from A-95 review

FHPM 7-7-2 Requirements: Nonmajor action concurred in by FHWA on September 13, 1979

FHPM 7-7-5 Requirements:

a) Public Hearings. . .Not required under Oregon Action Plan
b) Location/Design. . .Not a factor in the development of this project.

Data for PR-37: Preliminary Engineering. . .$19,000
Archeological salvage. . . . 200

Note: 1) This project is in Congressional District No. 2
2) Included in FY '80 Annual Program in table of Projected Federal Fund Obligations and Balances for Fiscal 1980 Program.

AGR 4

October 3, 1979

Union County Court
Union County Courthouse
La Grande, OR 97850

MISC. CONTRACTS and AGREEMENTS No. 11

**Attention: Shirley Bolin**
**County Clerk**

Gentlemen:

Attached for your records is a fully executed copy of an agreement covering the replacement of the Catherine Creek (Wilkenson Road) Bridge.

We have retained a full executed copy of this agreement for the Transportation Commission's files.

Sincerely,

C. A. Rand
COMMISSION SERVICES

rls
Attachments

bc: Don Harwell (Agreement attached)

Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

# *Memorandum*

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
The Oregon Division - Salem

SUBJECT: Project Assessment
Catherine Cr. (Wilkinson Rd.) Bridge
Road Number 115
Oregon Project SOSBR-3100(-)
Union County

DATE: September 13, 1979

In reply refer to: HFO.4/5-OR

FROM : G. L. Green, Division Administrator

TO : Mr. G. A. Potter, Manager, Environmental Section, ODOT

The subject project assessment submitted with your August 3, 1979 letter has been reviewed.

We concur with your finding that the proposed project constitutes a non-major action.

The proposed standards, design and other specific details contained in the assessment will be subject to future review at the appropriate stage during the project development.

for G. L. Green

cc:
ODOT (Proj Mgmt)
OSHD (Reg 5, Env)

ENVIRONMENTAL SECTION
September 17, 1979

cc: D. H. Moehring
J. B. Boyd (3)
L. E. George
W. J. Hart
C. T. Keasey
J. H. Versteeg (4)
F. E. Terpin (3)
George Bell
Surfacing Design
W. E. Schwartz
Clayton Ansell
Vernal Moore
John Preston
B. L. Gifford (2)

OREGON STATE HIGHWAY DIVISION
PROJECT ASSESSMENT

S05BR-3100(-)

PART 1. GENERAL INFORMATION

A. Project Identification:

Date August 2, 1979

Section Catherine Creek (Wilkinson, RD) Br. Unit (if appl)

County Union City

Highway Road Number 115 State Hwy. No.

Termini: M.P. (if appl) Length

Region 5 Construction Estimate $204,000
Program Amount

B. Purpose of Project: To replace an aged and deteriorated log and timber bridge over Catherine Creek, with a prestressed concrete slab structure. The rock fill and grading of the bridge approaches is to be done by Union County.

C. Origin & History of Project: The existing structure over Catherine Creek is of timber construction. The aged and deteriorating bridge handles farm to market traffic, plus a growing farm related equipment use. The advent of some irrigated agriculture (based on center-pivot circles), the increase in size and weight of farm equipment, plus growing truck traffic (recent introduction of potato production), has produced an increase stress on the existing bridge resulting in the need for replacement.

D. General Description of Project: The project involves the construction of a concrete structure approximately 100 feet long by 28 feet wide, with two travel lanes and two shoulders. The rock surface and grading of the bridge approaches is to be done by the County.

Alignment: New Existing X Combined

Typical Section: Existing: No. Lanes 2-9'; Med. N/A; Shldrs. '--; Parking N/A

Proposed: No. Lanes 2-10'; Med. ; Shldrs. 2-4'; Parking

Traffic: Existing Facility: Existing ADT 50; Projected ADT ; Yr.

Existing Level of Service

Proposed Facility: Projected ADT Slow growth; Yr.

Right of Way: Additional anticipated No ; if yes, give approx. No. Parcels_____
Yes, No

Acres_____; Type of Relocation Req._____; No._____

Materials Source, Borrow, Waste Disposal Requirements, if any: Bridge approach materials responsibility of County, and will be obtained from local sources.

Type of Structure(s): Bridge, bridge approaches, and railings only. Rural location and no adjacent residences precludes the need for sidewalk and bikepath.

Brief Description of River or Stream and Type of Involvement, if any:

Little or no instream work will be required. Single span only with no instream bent.

Local City, County of COG priorities of project;

Top priority by Union County.

FHWA and/or OSHD approvals given, if any:

Location or Design Alternatives (identify and describe):

"No build alternative." However, existing structure is deteriorating, and is rapidly becoming a safety hazard because of intensified use.

Other Descriptive Information or Comments:

(Attach project sketch map.)

PART II. ENVIRONMENTAL ASSESSMENT

A. Brief Environmental Setting of Project Area:

1. Natural: The proposed project is located in the Grande Ronde Valley in Union County, approximately five and one-half miles northwest of Union. While Catherine Creek is a mountain-fed stream, it approaches base level in the valley and therefore, is very slow moving at the project site. Historically, this portion of the valley was a marsh. While much of this marshy area has been drained, a high water table is still very characteristic of the area. The Ladd Canyon Marsh is located only a few miles to the southwest. Because of the low relief of the area, flooding along this portion of Catherine Creek is common, and levees have been constructed in the project area in an attempt to protect surrounding agricultural lands. Still, drainage is poor, and spring brings considerable water standing in surrounding fields. Natural vegetation has been primarily replaced by agricultural land uses, except along the stream courses where thorn-rose bush association are dominate. Large cottonwood trees have been planted along the County road as wind breaks. Catherine Creek has anadromous fish runs, primarily during the spring period. Irrigation demands markedly reduce the stream flow during the summer. Pheasant and waterfowl abound in the area.

2. Cultural: The Grande Ronde Valley is a roughly diamond-shaped valley approximately 20 miles by 20 miles. Situated at an elevation of 2,700 feet in elevation, the lacustrine soils support an important agricultural industry. Wheat, livestock, forage crops, peas and cherry production provide the major support for the agricultural economy. Within the last few years, potato production and processing has been added to this list--much of the production is in the project area. The Grande Ronde Valley is surrounded by the Blue Mountains to the north and west, the Elkhorn range to the south, and the Wallowas to the east. Consequently, lumber and wood products, and tourism are also major elements in the local economy. Land use in the project area is decidely rural, and dominated by agricultural activities. The nearest residences are about a mile from the bridge site, and are tied to farming operations. There are no utilities in the area. Construction related noises will be of a temporary nature, and will have no adverse impacts on human environment. Air quality standards will be maintained, safety will be improved.

B. Preliminary Assessment or Environmental Impacts:

1. Consequences and Significance of Right-of-Way Acquisition:

N/A

2. Estimated Impact on Traffic Patterns:

None

Consequences--Air Quality, Noise, Safety, etc.:
Air quality and noise standard maintained. Safety improved.

3. Estimated Impact on Land Use:

None

Consequences:

4. Expected Impact on Natural Ecological Resources:

Little or no adverse impact on stream. Any instream work would be done during late summer when stream flows are extremely low.

Consequences:

5. Expected Impact on Cultural and Scenic Resources:

Improved safety.

Consequences:

6. Preliminary Identification of Areas of Critical Concern:

None

7. Potential for Controversial Issues:

None

8. Potential for Consistency of Proposal With:

| | |
|---|---|
| a. Clean Air Implementation Plans | Limited scope of the project results in only very temporary conflicts. With clean air and noise standards, or water quality. A noise study report is required. A Statewide Noise Study Report may be applicable. |
| b. Noise Standards | |
| c. Water Quality Standards | |
| d. Area Land Use and Transportation Plans, and Zoning | Consistent |

C. Recommended Type of Action and Documentation:

| ----------MAJOR ACTION---------- | | ----NON-MAJOR ACTION------ |
|---|---|---|
| SIGNIFICANT: | NON-SIGNIFICANT: | |
| ____ D& FEIS | ____ D& F Neg. Dec. | __X__ ASSESSMENT ONLY |
| ____ Section 4 (f) | ____ Section 4 (f) | ____ STATEWIDE ASSESSMENT |

Basis for Type of Action and Documentation: No right-of-way requirements, and no adverse impacts on human and physical environments supports a non-major, assessment only designation.

D. Recommended Project Category: ____ 1 ____ 2 __X__ 3 ____ 4

Oregon State Highway Division

BRIDGE INVENTORY INSPECTION RECORD

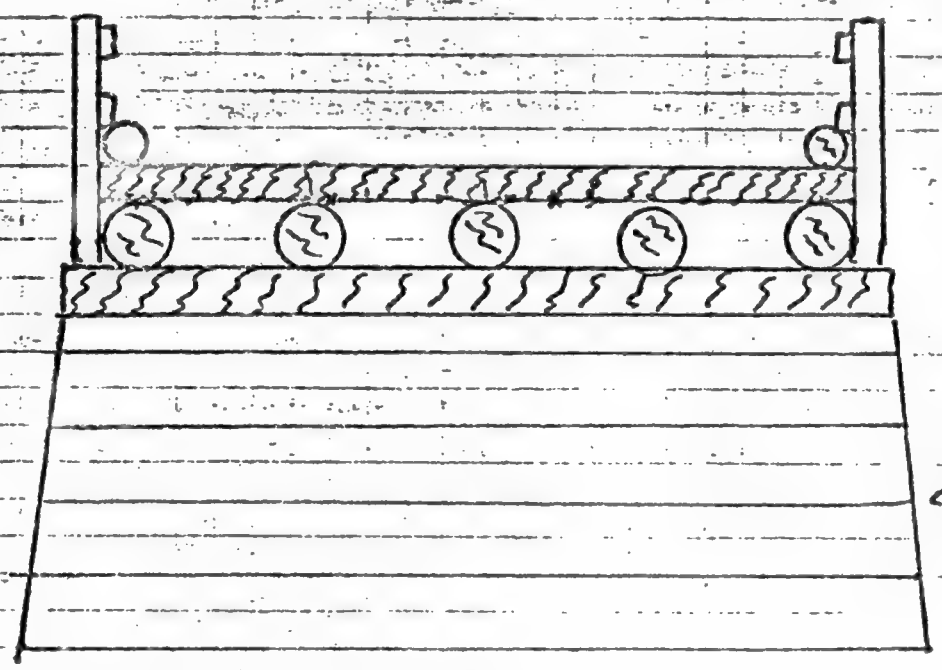
Sheet ..... of .....

Bridge No. 61-C-18

Bridge over Catherine Creek on Wilkinson Rd County Highway No. 115

in Union County. Inspected ..... by ..... Location No. .....

Existg Typical Sec.



2 Span

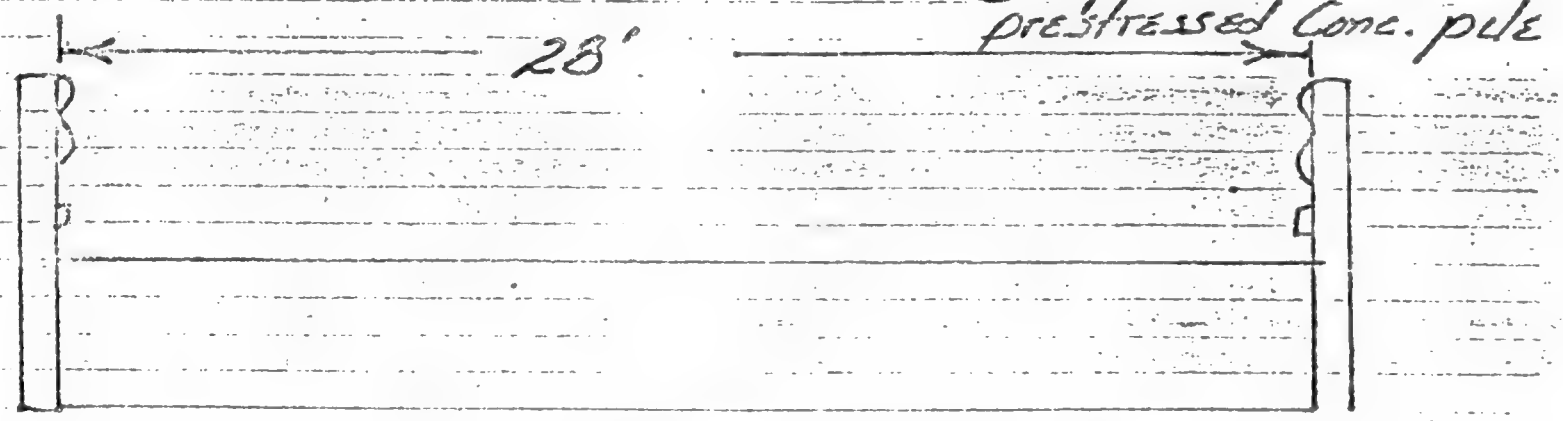
Plank Deck

Log Stringer

Log Crib end bents

Timber Pile Enclosed Mid Span

Proposed Typical Sec.




Prestressed Conc Slabs

T 3 S
124-A
BOND LN.
WRIGHT
PEACH
27
28
29
HOT
LAKE-
WILKINSON
115
AIRPO
LA GRANDE
31
LN.
30
LN.
115
36
KEYS-WOODRUFF
113
PETERSON
GODLEY
31
1
FOOTHILL-
BAKER
HWY.
66
112
UNION
12
VALLEY
MILLER
109
LN.
HOT LAKE-
PACIFIC
CRAIG
12
UNION RD.
R.R.
Proposed
SOS-R Proj
31
6
80
N
30
MTN.
36
6
1

STATE OF OREGON

INTEROFFICE MEMO

TO: H. S. Coulter
State Highway Engineer

DATE: August 16, 1979

FROM: D. E. Swan
Operation Programming Engineer

SUBJECT: Special Highway Bridge Replacement Projects

For your information the attached requests for Special Highway Bridge Replacement Projects are being processed. These projects were approved on July 24, 1979.

FFH:pf
Attachment

cc w/attachment:

| | |
|---|---|
| Gary Potter | Frank Lowe |
| L. E. George | Phil Lewellyn |
| C. T. Keasey | Max Klotz |
| W. J. Hart | Region 1 R/W Supervisor |
| F. E. Terpin | Region 4 R/W Supervisor |
| D. O. Christensen | Region 5 R/W Supervisor |
| Roger Trygstad | Jon Rose, Region 1 |
| F. W. Yarbrough | John Hagedorn, Region 4 |
| Jack Sullivan | Roger Lang, Region 5 |

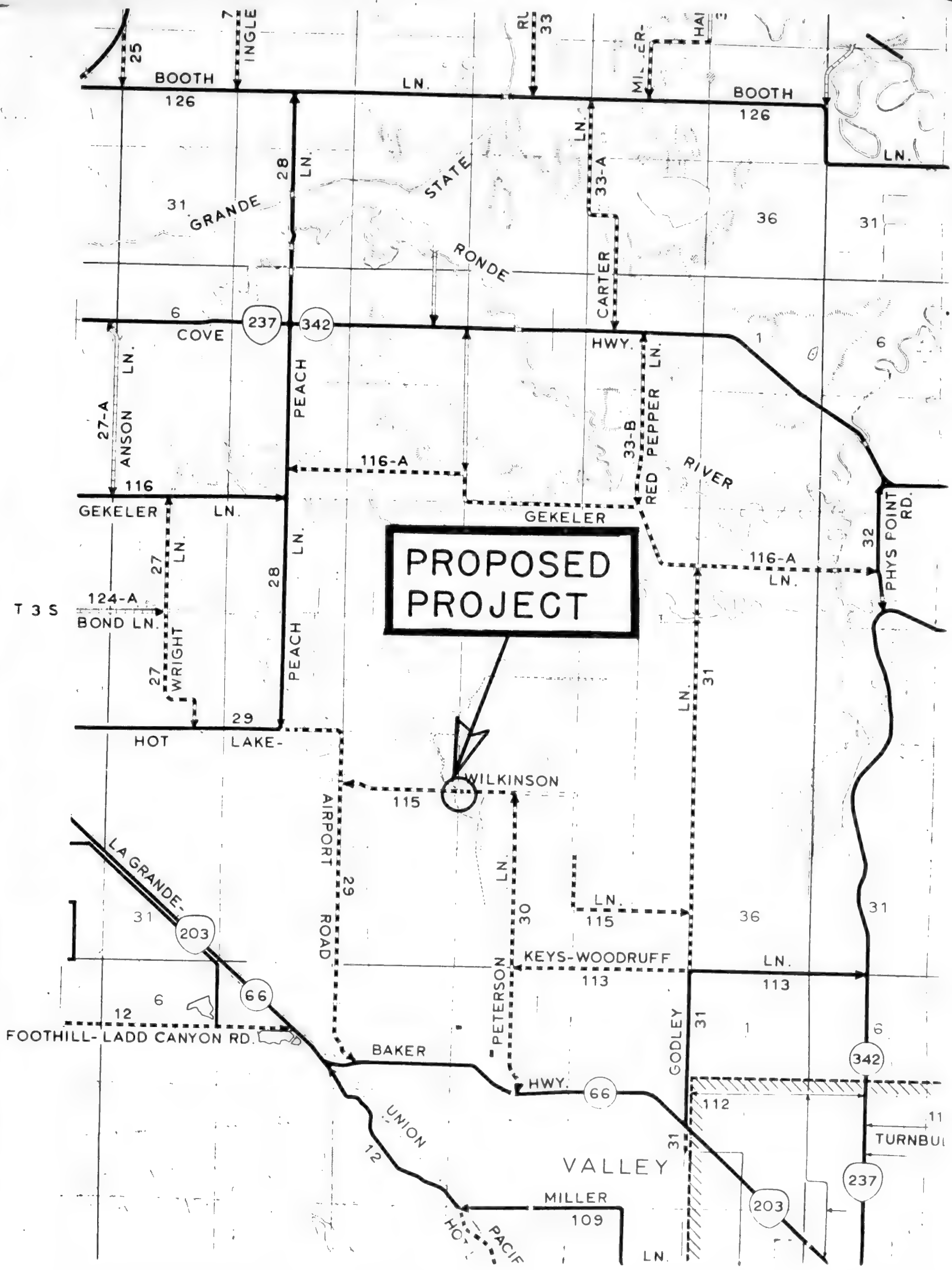
RECEIVED
STATE HWY ENGR
AUG 17 '79
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Art | File

Proposed Special Highway Bridge Replacement Project

Union County is requesting a $204,000 project for Preliminary Engineering and Construction of a 100-foot Prestressed concrete slab structure and approaches over Catherine Creek on the Wilkinson Road. The project will develop the environmental statement and provide plans and contract documents for replacement of the existing timber structure. The State will perform the preliminary and construction engineering work. The 20 percent local match will be provided by Union County. In Summary:

| Jurisdiction | Section | Total Est. Cost | Federal Funds | County Share |
|---|---|---|---|---|
| Union | Wilkinson Road (Catherine Creek) Br. | $204,000 | $163,200 | $40,800 |

Region 5 and this office investigated the proposed project confirming its validity and financing utilizing Special Highway Bridge Replacement funds.


BOOTH LN.
126
INGLE
25
7
RL
33
MILLER-
HAI
3
BOOTH
126
LN.
STATE
28
LN.
31
GRANDE
RONDE
33-A
LN.
CARTER
36
31
6
COVE
237
342
HWY.
1
6
27-A
ANSON LN.
PEACH
33-B
RED PEPPER LN.
RIVER
116-A
116
GEKELER LN.
GEKELER
PROPOSED
PROJECT
116-A
LN.
32
PHYS POINT RD.
T 3 S
124-A
BOND LN.
27
WRIGHT LN.
28
PEACH LN.
29
HOT LAKE-
WILKINSON
115
AIRPORT ROAD
29
LN.
30
LN.
115
LN.
31
36
31
LA GRANDE-
31
203
KEYS-WOODRUFF
113
LN.
113
PETERSON
6
12
66
FOOTHILL- LADD CANYON RD.
BAKER
HWY.
66
GODLEY
31
1
6
342
112
UNION
12
VALLEY
MILLER
109
LN.
31
203
237
TURNBU

FORM 81.734.3030

# OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE:

La Grande, Oregon
July 31, 1979

FROM: Roger C. Lang
Region Federal Aid Engineer

TO: D. E. Swan
Operation Programming Engineer

S A L E M

SUBJECT: HBR Project Request
Catherine Creek (Wilkinson Rd.)
Bridge Section
County Road No. 115, Union County

Enclosed is project application submitted by Union County for HBR Funding of the Catherine Cr. (Wilkinson Road) Bridge as requested in your letter of July 23, 1979. Please cancel the project application for SOS Funds submitted by the County on January 9, 1979.

The project assessment submitted to the Environmental Unit on April 11, 1979 under the SOS Program remains valid except for the Construction Estimate which has been revised to $204,000. By copy of this letter I am asking the Environmental Unit to obtain FHWA concurrence in the Project Assessment of Category 3, Non Major Action.

Also enclosed is Location Prospectus and Authority for Survey showing anticipated involvement and estimate of cost in the opinion of the Region. Please make the necessary corrections if revisions are needed.

The County is requesting programming of the project at the earliest possible date so that construction may be scheduled during the prescribed periods by the Department of Fish and Wildlife.

Please advise if additional information is needed to advance the project towards programming.

RCL:vt
Enc.
cc: Alvin Campbell
Gary Potter
F. E. Terpin
Harold Brainerd
J. A. Schlieski

FEDERAL AID PROJECT REQUEST

Date July 31, 1979

Applicant Agency UNION COUNTY

Request for: Off-System____, FAS-C____, FAUS____ Project HBR XXX

Federal Aid Route No.____ Route Name County Road No. 115

Project Name Wilkinson-Catherine Creek Bridge

Project Length____ Project Location (Attach sketch map)

Project Description Construct prestressed concrete slab structure, grading and rock surface to bridge approaches to be done by County.

Average Daily Traffic 50 Design Speed 50

Complete Applicable Sections:

I. ROADWAY DATA

1. Existing Roadway: (Attach sketch)

Width 18'-24" Travel Lanes 2 Shoulders None

Medians None Parking None

Sidewalks None

Remarks Farm produce to market-potatoes, wheat, cattle hauled over this road.

2. Desired Roadway Cross Section: (Attach sketch)

Width 28' Travel Lanes 2 - 10' Shoulders 4'

Medians None Parking None

Curbed No Length Curb Radii N/A

Sidewalk/Bikeway Low use - not justifiable.

Remarks

II. RIGHT-OF-WAY DATA

1. Existing Right-of-Way:

General Width 60' Minimum____ Maximum____

2. Has right-of-way been acquired for this project subsequent to January 2, 1971?
Yes ~~XXX~~ No XXX

3. Will additional right-of-way be needed? Yes____ No XXX
If answer is "yes," will cost of right-of-way be subject to Federal reimbursement? Yes____ No____

Remarks No additional right-of-way needed. Route may be closed during construction.

III. TRAFFIC CONTROL DATA

1. Existing Signalization and Location:

NONE

2. Proposed Signalization:

Location N/A

Type N/A
Phases N/A
Type of Suspension N/A
Interconnected N/A
Remarks N/A

3. Permanent Signing:

Include in project or by applicant? By County

4. Permanent Striping:

Include in project or by applicant? N/A

IV. ILLUMINATION DATA

1. Existing Illumination and Location:

NONE

2. Proposed Illumination:

Location N/A
Type N/A

Remarks

V. STRUCTURE DATA

1. Existing Structure:

Location Catherine Creek 5½ miles northwest of Union Bridge #6'-C-'8
Type Timber
Approach Roadway Width 20' Shoulder Width
Length 83' 6" Width '8'
To remain in place? NO

2. Proposed Structure:

Location Catherine Creek 5½ miles northwest of Union.

Approximate Size: Length '00' Width 28'

Are sidewalk/bikeways desired: No - low usage will not justify

Are any utilities to be attached to structure? NO

Are provisions for illumination desired? NO

Are there any unusual or complicating conditions? NO

Remarks Request clear span design to eliminate ice flow problems.

## VI. RAILROAD DATA

1. Are there any railroad crossings? Yes _____ No XXX

   Name of Railroad _____

   Existing Crossing Protection _____

2. Will existing railroad crossing be altered? _____

   Remarks _____

## VII. ACTION PLAN REQUIREMENTS

During project development for Category 1, 2, and 3 projects, the city or county shall perform and document responsibilities as found indexed in the Oregon Action Plan, particularly Citizen Involvement and Participation; Environmental Aspects; and Public Hearing Requirements.

The OSHD Region Engineer will provide assistance, liaison and monitoring for these activities.

Responsible local office and party to be contacted for the following activities:

1. Citizen Involvement — Alvin W. Campbell, Roadmaster's Office
2. Environmental — Alvin W. Campbell, Roadmaster's Office
3. Public Hearing — Alvin W. Campbell, Roadmaster's Office

Remarks _____

## VIII. GENERAL INFORMATION

1. Project preliminary engineering to be performed by:

   Applicant _____ State XXX Consultant _____

2. Project construction engineering to be performed by:

Applicant_____ State XXX Consultant_____

3. Will applicant perform any work prior to or after award of contract?
Yes XXX No_____
If "yes," describe briefly: Grading, drainage, rock surface, install guardrail furnished under contract.

4. Applicant's estimate of cost for requested project:

| | |
|---|---|
| Roadway Work | $ 0 |
| Right-of-way costs (if participating) | 0 |
| Traffic control | 0 |
| Illumination | 0 |
| Structures | 184,800.00 |
| Railroad | 0 |
| Other Stockpiled guardrail | 6,000.00 |
| Preliminary engineering | 13,200.00 |
| PROJECT TOTAL | $ 204,000.00 |

Remarks County is requesting bridge design at no cost under ORS 369:210.

THIS APPLICATION IS AN OFFICIAL REQUEST FROM:

CITY OF _____ and/or UNION COUNTY

By _____ By _____

By _____ By _____

By _____

Form 81-714-3187

Oregon State Highway Division

BRIDGE INVENTORY INSPECTION RE ORD

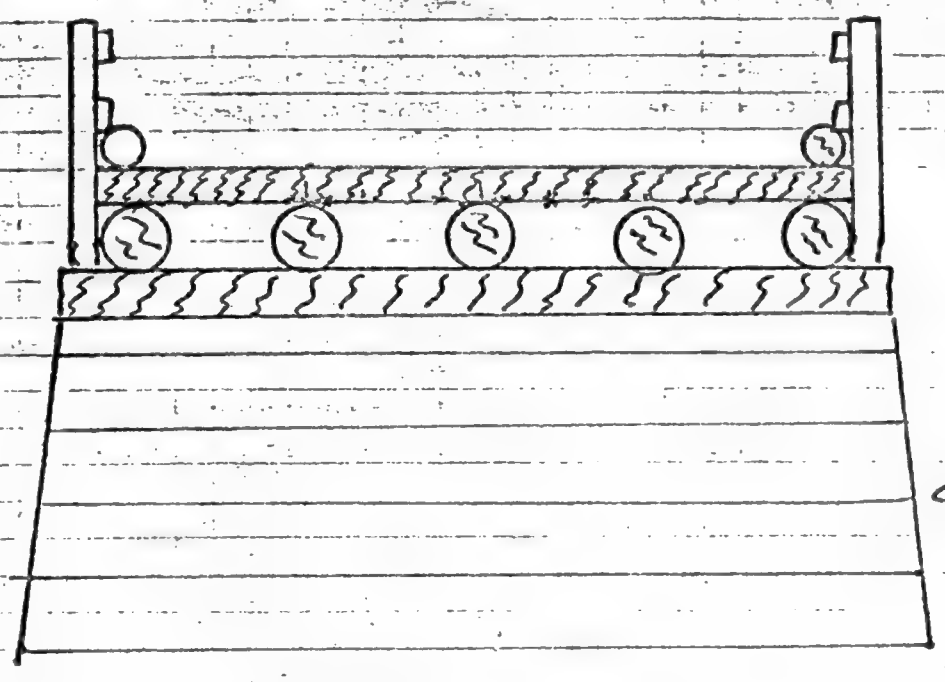
Sheet ..... of .....

Bridge No. 61-C-18

Bridge over Catherine Creek on Wilkinson Rd County Highway No. 115

in Union County. Inspected ..... by ..... Location No. .....

Existg Typical Sec.



2 Span

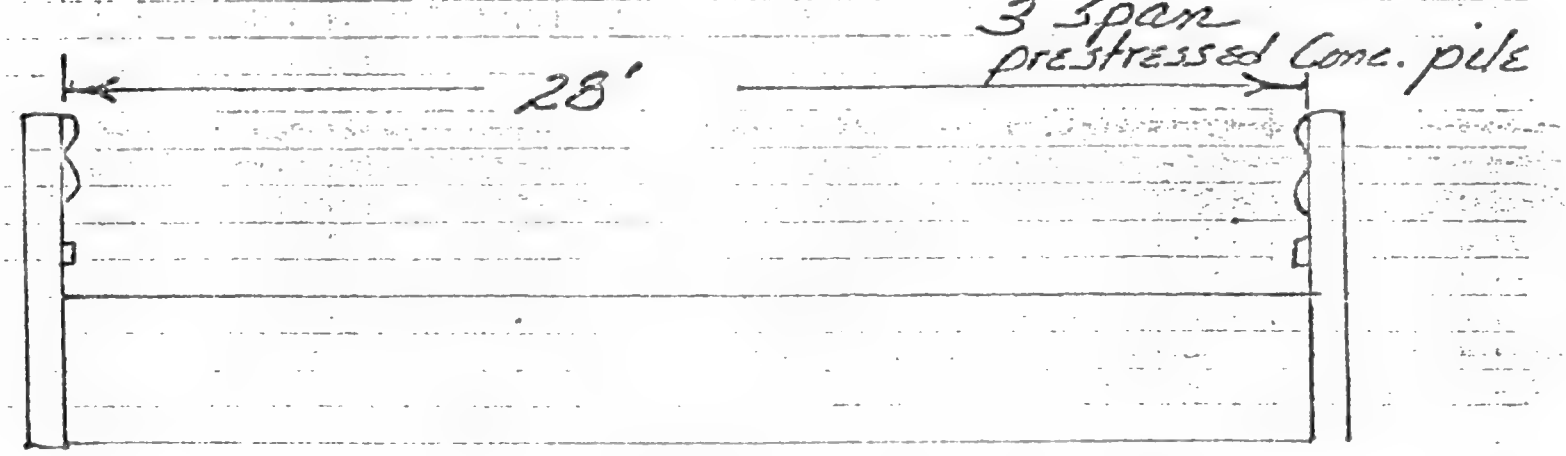
Plank Deck

Log Stringer

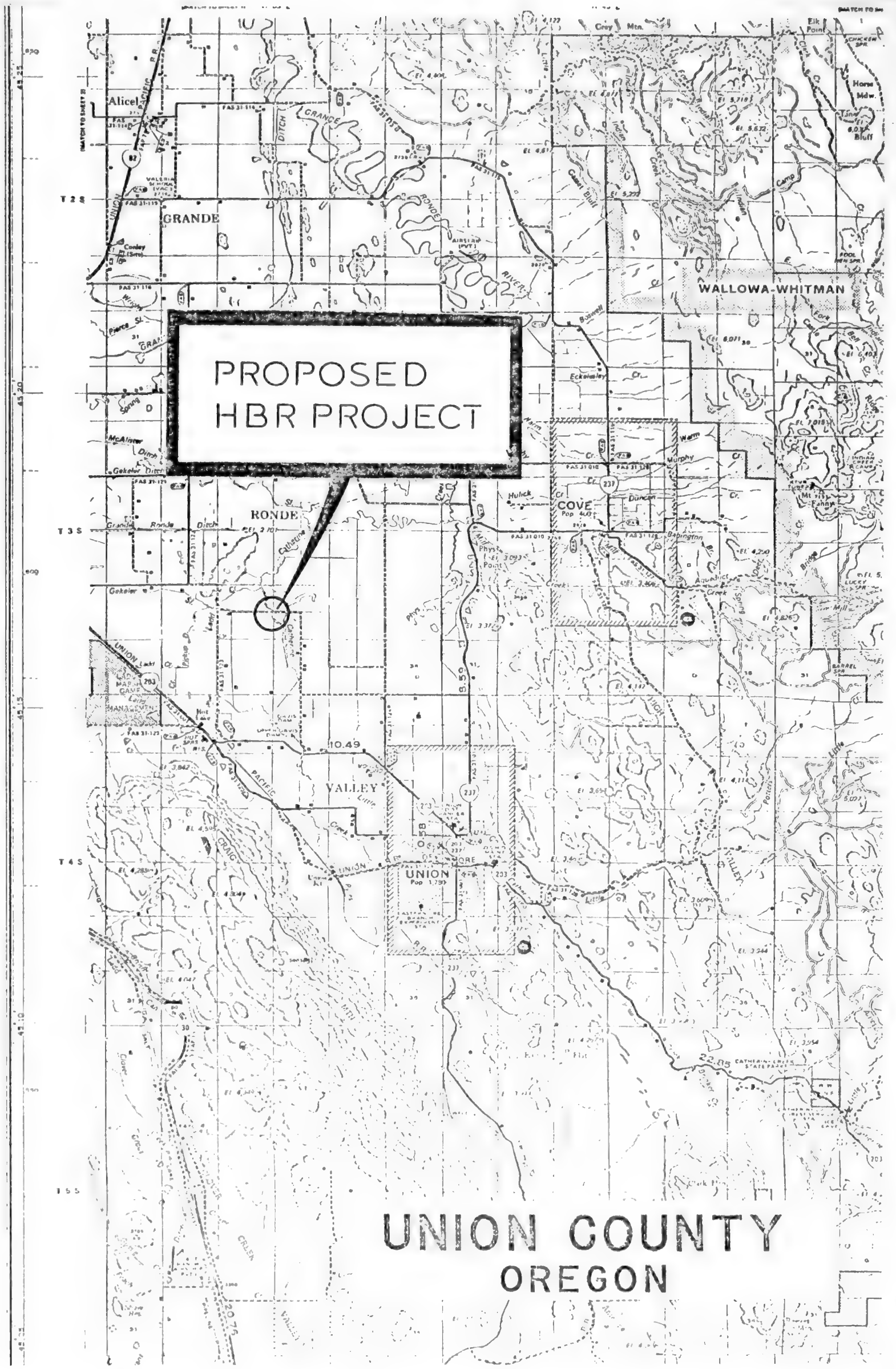
Log Crib end bents

Timber Pile Enclosed mid Span

Proposed Typical Sec.




Prestressed Conc Slabs


PROPOSED
HBR PROJECT
GRANDE
RONDE
COVE
Pop 400
UNION
Pop 1,799
VALLEY
WALLOWA-WHITMAN
T2S
T3S
T4S
T5S
10.49
UNION COUNTY
OREGON

A. Project Identification:

Date April 9, 19

Section Wilkinson-Catherine Creek Bridge — Unit (if appl)

County Union — City

Highway Road Number 115 — State Hwy. No.

Termini: M.P. (if appl) — Length

Region 5 — Construction Estimate $164,000.
Program Amount

B. Purpose of Project: To replace an aged and deteriorated log and timber bridge over Catherine Creek, with a prestressed concrete slab structure. The rock fill and grading of the bridge appreaches is to be done by Union County.

C. Origin & History of Project: The existing structure over Catherine Creek is of timber construction. The aged and deteriorating bridge handles farm to market traffic, plus a growing farm related equipment use. The advent of some irrigated agriculture (based on center-pivot circles), the increase in size and weight of farm equipment, plus growing truck traffic (recent introduction of potato production), has produced an increase stress on the existing bridge resulting in the need for replacement.

D. General Description of Project: The project involves the construction of a prestressed concrete slab structure 100 feet long by 28 feet wide, with two, 10 foot travel lanes and two, four foot shoulders. The rock surface and grading of the bridge approaches is to be done by the County.

Alignment: New _____ Existing X _____ Combined _____

Typical Section: Existing: No. Lanes 2-9'; Med. N/A; Shldrs. --; Parking N/A

Proposed: No. Lanes 2-10'; Med. _____; Shldrs. 2-4'; Parking _____

Traffic: Existing Facility: Existing ADT 50; Projected ADT _____; Yr. _____

Existing Level of Service _____

Proposed Facility: Projected ADT Slow growth; Yr. _____

Right of Way: Additional anticipated No ; if yes, give approx. No. Parcels _____
Yes, No

Acres _____; Type of Relocation Req. _____; No. _____

Materials Source, Borrow, Waste Disposal Requirements, if any: Bridge approach materials responsibility of County, and will be obtained from local sources.

Type of Structure(s): Bridge, bridge approaches, and railings only. Rural location and no adjacent residences precludes the need for sidewalk and bikepath.

Brief Description of River or Stream and Type of Involvement, if any:
Little or no instream work will be required. Single span only with no instream bent.

Local City, County of COG priorities of project;
Top priority by Union County.

FHWA and/or OSHD approvals given, if any:

Location or Design Alternatives (identify and describe):
"No build alternative." However, existing structure is deteriorating, and is rapidly becoming a safety hazard because of intensified use.

Other Descriptive Information or Comments:

(Attach project sketch map.)

PART II. ENVIRONMENTAL ASSESSMENT

A. Brief Environmental Setting of Project Area:

1. Natural: The proposed project is located in the Grande Ronde Valley in Union County, approximately five and one-half miles northwest of Union. While Catherine Creek is a mountain-fed stream, it approaches base level in the valley and therefore, is very slow moving at the project site. Historically, this portion of the valley was a marsh. While much of this marshy area has been drained, a high water table is still very characteristic of the area. The Ladd Canyon Marsh is located only a few miles to the southwest. Because of the low relief of the area, flooding along this portion of Catherine Creek is common, and levees have been constructed in the project area in an attempt to protect surrounding agricultural lands. Still, drainage is poor, and spring brings considerable water standing in surrounding fields. Natural vegetation has been primarily replaced by agricultural land uses, except along the stream courses where thorn-rose bush association are dominate. Large cottonwood trees have been planted along the County road as wind breaks. Catherine Creek has anadromous fish runs, primarily during the spring period. Irrigation demands markedly reduce the stream flow during the summer. Pheasant and waterfowl abound in the area.

2. Cultural: The Grande Ronde Valley is a roughly diamond-shaped valley approximately 20 miles by 20 miles. Situated at an elevation of 2,700 feet in elevation, the lacustrine soils support an important agricultural industry. Wheat, livestock, forage crops, peas and cherry production provide the major support for the agricultural economy. Within the last few years, potato production and processing has been added to this list--much of the production is in the project area. The Grande Ronde Valley is surrounded by the Blue Mountains to the north and west, the Elkhorn range to the south, and the Wallowas to the east. Consequently, lumber and wood products, and tourism are also major elements in the local economy. Land use in the project area is decidely rural, and dominated by agricultural activities. The nearest residences are about a mile from the bridge site, and are tied to farming operations. There are no utilities in the area. Construction related noises will be of a temporary nature, and will have no adverse impacts on human environment. Air quality standards will be maintained, safety will be improved.

B. Preliminary Assessment of Environmental Impacts:

1. Consequences and Significance of Right-of-Way Acquisition:

N/A

2. Estimated Impact on Traffic Patterns:

None

Consequences--Air Quality, Noise, Safety, etc.:

Air quality and noise standard maintained. Safety improved.

3. Estimated Impact on Land Use:

None

Consequences:

4. Expected Impact on Natural Ecological Resources:

Little or no adverse impact on stream. Any instream work would be done during late summer when stream flows are extremely low.

Consequences:

5. Expected Impact on Cultural and Scenic Resources:

Improved safety.

Consequences:

6. Preliminary Identification of Areas of Critical Concern:

None

7. Potential for Controversial Issues:

None

8. Potential for Consistency of Proposal With:

a. Clean Air Implementation Plans
b. Noise Standards
c. Water Quality Standards

Limited scope of the project results in only very temporary conflicts. With clean air and noise standards, or water quality.

d. Area Land Use and Transportation Plans, and Zoning — Consistent

C. Recommended Type of Action and Documentation:

----------MAJOR ACTION---------- ----NON-MAJOR ACTION------

| SIGNIFICANT: | NON-SIGNIFICANT: | |
|---|---|---|
| ____ D& FEIS | ____ D& F Neg. Dec. | X ASSESSMENT ONLY |
| ____ Section 4 (f) | ____ Section 4 (f) | ____ STATEWIDE ASSESSMENT |

Basis for Type of Action and Documentation: No right-of-way requirements, and no adverse impacts on human and physical environments supports a non-major, assessment only designation.

D. Recommended Project Category: ____ 1 ____ 2 X 3 ____ 4

OREGON STATE HIGHWAY DIVISION

# AUTHORITY FOR SURVEY

Section Catherine Creek (Wilkinson Road) Bridge  Date July 31, 19 79

Highway County Road No. 115, Off-System  Authorization No. .....

County Union  Survey Prefix .....
(Assigned by Salem office)

Description of termini, route, length, etc.:

At the crossing of Catherine Creek on Wilkinson Road, about 5 1/2 miles northwest of Union.

Purpose of survey:

Prepare plans, specifications and estimate of cost.

Estimate of cost:

INSTRUCTIONS

Submit four copies to Salem. After approval by the Assistant State Highway Engineer, one copy will be sent to the Regional Engineer and one copy to the Resident Engineer.

**This form does not constitute authority for making survey until approved and returned.**

Submit separate order for each survey.

Total estimated cost of survey . . . . . $.....

Previous authorization . . . . . .

Additional authorization requested . . . . . .

Additional authorization approved (Salem) . . . . . .

Total all authorizations approved (Salem) . . . . . .

Requests made by:

Eugene C. Long
Region Federal Aid Engineer  Field Engineer

Recommended for Approval:

Edward E. Edwards
Regional Engineer

Recommended for Approval:

Location Engineer

Approved:

Assistant State Highway Engineer

SP*19760-734

NOTE: SHADED AREAS TO BE COMPLETED IN SALEM OFFICE

# LOCATION PROSPECTUS

OREGON DEPARTMENT OF TRANSPORTATION
LOCATION UNIT

DATE: 7-31-79

PREFIX:

## 1 - IDENTIFICATION

PROJECT NAME: Catherine Creek Bridges

HIGHWAY NAME:

HIGHWAY NUMBER:

| REGION | ADMINISTRATIVE DISTRICT | COUNTY | CITY |
|---|---|---|---|
| | | | |

LENGTH:

MILEPOST NUMBER: TO

[Y] RURAL [ ] URBAN

LOCAL GOVERNMENT PROJECT? [/] YES [ ] NO

IF YES, UNIT OF GOVERNMENT: Union County

TYPE OF FUNDS
[ ] FAI [ ] FAP [ ] FAS [ ] STATE [ ] FAUS [X] OTHER BR

METHOD OF CONSTRUCTION
[X] CONTRACT [ ] STATE FORCE [ ] OTHER

TYPE OF WORK
[ ] GRADING [ ] PAVING [X] STRUCTURE [ ] SIGN [ ] SIGNAL [ ] ILLUMINATION [ ] ROADSIDE IMPROVEMENT [ ] OTHER

PROJECT DESCRIPTION

Replacement 3 timber structures with concrete or prestressed concrete for replacement with 24' roadway.

Roadway will require approaches to the bridges and widen guardrail system to the new roadway.

## 2 - TRAFFIC DATA

| EXISTING AVERAGE DAILY TRAFFIC (YEAR-VOLUME) | PROJECTED AVERAGE DAILY TRAFFIC (YEAR-VOLUME) |
|---|---|
| 50 | |

| | | A | B | C | D | E | F |
|---|---|---|---|---|---|---|---|
| LEVEL OF SERVICE | EXISTING | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] |
| | PROPOSED | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] |

| DESIGN SPEED (MPH) | DESIGN STANDARDS | TRAFFIC ANALYSIS |
|---|---|---|
| 50 | | [ ] LIGHT [ ] MEDIUM [ ] HEAVY |

| FEATURES | EXISTING NUMBER AND WIDTH | PROPOSED NUMBER AND WIDTH |
|---|---|---|
| TRAVEL LANES | 2 - 9'-12' [illegible] | 2 - 12' |
| SHOULDERS | | |
| MEDIANS | NONE | NONE |
| PARKING LANES | NONE | NONE |
| SIDEWALKS | NONE | NONE |
| BIKEWAYS | NONE | NONE |
| INTERCHANGES | NONE | NONE |
| OTHER: | | |

| | YES | NO | MAYBE |
|---|---|---|---|
| Channelization | ☐ | ☒ | ☐ |
| Frontage Roads | ☐ | ☒ | ☐ |
| Traffic Signals | ☐ | ☐ | ☐ |
| Signing | ☐ | ☐ | ☐ |
| Illumination | ☐ | ☐ | ☐ |
| Structures | ☐ | ☐ | ☐ |
| Stage Construction | ☐ | ☒ | ☐ |
| Pedestrian Crossing | ☐ | ☐ | ☐ |
| Rest Area | ☐ | ☐ | ☐ |
| Truck Scale Site | ☐ | ☐ | ☐ |
| Landscaping | ☐ | ☐ | ☐ |
| Drainage | ☐ | ☐ | ☐ |
| River _____ | ☐ | ☐ | ☐ |
| Stream [illegible] | ☐ | ☐ | ☐ |
| Storm Sewer | ☐ | ☒ | ☐ |
| Sanitary Sewer | ☐ | ☒ | ☐ |
| Right of Way | ☐ | ☒ | ☐ |
| Simple Acquisition NONE | ☐ | ☐ | ☐ |
| Complex Acquisition NONE | ☐ | ☐ | ☐ |
| Relocations | ☐ | ☐ | ☐ |

| | YES | NO | MAYBE |
|---|---|---|---|
| Right of Way (cont.) Improvements | ☐ | ☒ | ☐ |
| Access Control | ☐ | ☐ | ☐ |
| Railroad Crossing | ☐ | ☐ | ☐ |
| At Grade | ☐ | ☐ | ☐ |
| Separated | ☐ | ☐ | ☐ |
| Railroad Encroachment | ☐ | ☒ | ☐ |
| Permits | ☒ | ☐ | ☐ |
| Conditional Use | ☐ | ☐ | ☐ |
| Flood Plain | ☐ | ☐ | ☐ |
| Irrigation District | ☐ | ☐ | ☐ |
| Water District | ☐ | ☐ | ☐ |
| Drainage District | ☐ | ☐ | ☐ |
| Div. of State Lands | ☒ | ☐ | ☐ |
| Dept. of Geology & Min. Ind. | ☐ | ☐ | ☐ |
| Corps of Engineers | ☐ | ☐ | ☒ |
| Coast Guard | ☐ | ☐ | ☐ |
| DEO NPS Air Pollution | ☐ | ☐ | ☐ |
| DEO NPS Water Pollution | ☐ | ☐ | ☐ |
| Building | ☐ | ☐ | ☐ |
| Fish & Wildlife Approval | ☒ | ☐ | ☐ |

| FEATURES (cont.) | YES | NO | MAYBE |
|---|---|---|---|
| Agreements (City-County Etc.) | ☒ | ☐ | ☐ |
| Environmental Assessment | ☒ | ☐ | ☐ |
| Statewide Assessment | ☐ | ☐ | ☐ |
| Negative Declaration | ☐ | ☒ | ☐ |
| Environmental Impact Statement | ☐ | ☒ | ☐ |
| 4 F Statement | ☐ | ☐ | ☐ |
| Citizen Advisory Committee | ☐ | ☐ | ☐ |
| Public Hearing _____ | ☐ | ☐ | ☐ |
| Borrow Source | ☐ | ☒ | ☐ |
| Material Source | ☐ | ☐ | ☒ |
| Utilities | ☐ | ☐ | ☐ |

Type Power - Telephone

| | YES | NO | MAYBE |
|---|---|---|---|
| Hydraulics Study | ☐ | ☐ | ☐ |
| Soils Investigation | ☐ | ☐ | ☐ |
| Airport Clearance | ☐ | ☐ | ☐ |
| Economic Analysis | ☐ | ☐ | ☐ |
| Requires Field Survey | ☐ | ☐ | ☐ |
| Old Survey Available | ☐ | ☐ | ☐ |
| Requires Vicinity Map | ☐ | ☐ | ☐ |
| Requires Photogrammetry | ☐ | ☐ | ☐ |
| Requires Reconnaissance Survey | ☐ | ☐ | ☐ |
| Reconnaissance Available | ☐ | ☐ | ☐ |
| Design Review | ☐ | ☐ | ☐ |

## 4 - WORK ITEMS

| | TO BE PERFORMED BY APPLICANT | STATE | CONSULTANT |
|---|---|---|---|
| PRELIMINARY ENGINEERING | ☐ | ☒ | ☐ |
| RIGHT-OF-WAY | ☐ | ☐ | ☐ |
| CONSTRUCTION ENGINEERING | ☐ | ☒ | ☐ |

## 5 - DURATION TIMES (MONTHS)

| | FLOAT | ACTIVE |
|---|---|---|
| RECONNAISSANCE SURVEY | ( n/a ) | _____ |
| DRAFT ENVIRONMENTAL IMPACT STATEMENT | ( n/a ) | _____ |
| CORRIDOR APPROVAL | ( n/a ) | _____ |
| FIELD SURVEY | ( 2 ) | _____ |
| PRELIMINARY DESIGN | ( ) | _____ |
| DESIGN APPROVAL/FINAL EIS | ( ) | _____ |
| RIGHT-OF-WAY DESCRIPTIONS | ( n/a ) | _____ |
| RIGHT-OF-WAY ACQUISITION | ( n/a ) | _____ |
| P.S. & E. DOCUMENTS | ( ) | _____ |

RECOMMENDED CONSTRUCTION DATE

Spring 1979 (Region) _____ (Salem)

6 - SUGGESTED BASE DESIGN

| IT. | NEW WORK | OVER EXISTING |
|---|---|---|
| N/A | | |

7 - TYPICAL SECTION AND LOCATION See attached typical sections

Attach 8½ x 11 inch sheets for general location map and typical section (roadway & structure).

8 - PROJECT COST ESTIMATES

| | REGION | SALEM |
|---|---|---|
| PRELIMINARY ENGINEERING | $13,200 | |
| RIGHT OF WAY | | |
| TRAFFIC CONTROL | | |
| ILLUMINATION | | |
| STRUCTURES | [illegible] | |
| RAILROAD | | |
| ROADWAY | | |
| OTHER [illegible] | [illegible] | |
| ENGINEERING & CONTINGENCIES | [illegible] | |
| PROJECT TOTAL | [illegible] | |

SUBMITTED BY [signature]

(CCW0001)

Form 81-234-3020

OREGON STATE HIGHWAY DIVISION

# AUTHORITY FOR SURVEY

Section Catherine Creek (Wilkinson Road) Bridge — Date July 31, 1979

Highway County Road No. 115, Off-System — Authorization No. 1

County Union — Survey Prefix 231-1944 (Assigned by Salem office)

Description of termini, route, length, etc.:

At the crossing of Catherine Creek on Wilkinson Road, about 5 1/2 miles northwest of Union.

BROS-3100(3)
11-8-79

Purpose of survey:

Prepare plans, specifications and estimate of cost.

21 Approved 10-24-79

| | | | | | |
|---|---|---|---|---|---|
| [illegible]ent Engineer | (901) | $6,000 | Specifications | (921) | 1,200 |
| [illegible]esign | (905) | 1,000 | Adm. Serv. (Eng) | (922) | 100 |
| Estimate of cost: | | | Environmental | (923) | 250 |
| R/W Liaison | (913) | 200 | Foundation Invest | (926) | 2,500 |
| Utility Liaison | (914) | 300 | Free Br. Design | (927) | 6,000 |
| Recon. & Hydrology | (918) | 750 | Historical Inv. | (975) | 800 |
| Project Management | (920) | 100 | | | |

INSTRUCTIONS

Submit four copies to Salem. After approval by the Assistant State Highway Engineer, one copy will be sent to the Regional Engineer and one copy to the Resident Engineer.

**This form does not constitute authority for making survey until approved and returned.**

Submit separate order for each survey

Total estimated cost of survey . . . . . $19,200

Previous authorization . . . . . .

Additional authorization requested . . . . . .

Additional authorization approved (Salem) . . . . . .

Total all authorizations approved (Salem) . . . . . .

Requests made by:

Region Federal Aid Engineer — Field Engineer

Recommended for Approval:

Regional Engineer

Recommended for Approval:

Frank E. Terpin
Location Engineer

Approved:

Assistant State Highway Engineer

RECEIVED
OCT 29 1979
LOCATION SECTION

SP*19760-734

ROBERT W STRAUB
GOVERNOR

*Department of Transportation*
STATE HIGHWAY DIVISION

REGION 5 OFFICE

W. E. Schwartz
Region Engineer

P. O. Box 850 La Grande, Oregon 97850 Telephone 963-3177

July 25, 1979

The Hon. Earle C. Misner
Union County Courthouse
La Grande, Oregon 97850

Dear Judge Misner:

Re: Highway Bridge Replacement (HBR) Program. Fiscal Year 1980

I am pleased to advise you the Catherine Cr. (Wilkerson Road) Bridge appears on priority listing for replacement approved by the Transportation Commission during their July meeting and is eligible for funding under the program. Participation rates are 80% Federal Funds and 20% County Funds. These funds will be available October 1, 1979.

On January 9, 1979 you made application for a Safer Off System (SOS) Project on this bridge; however, due to the lack of appropriation action by Congress, it appears as though the SOS program is dormant, if not dead.

If the Court wishes to take advantage of this positive funding source for the replacement of the bridge, it will be necessary to submit a project application requesting funding under HBR at the earliest possible date. Most of the data appearing on the SOS application is pertinent. The only change I can forsee is an esculation in cost. The project assessment prepared for the SOS project will be utilized for the HBR project.

I realize you may have some concerns because of the increased County participation rate and the projected total project cost with regard to your current budget. In all probability, we would be looking at construction after July 1, 1980.

Do not hesitate to call if you have any questions.

Sincerely,

Roger C. Lang
Region Federal Aid Engineer

RCL:vt
cc: Alvin Campbell
D. E. Swan
J. A. Schlieski

Form 81-734 3123

FAS 31-124

ALL CLEAR 5 12 6 76

Donald K Dart

ENVIRONMENTAL REVIEW

Section Catherine Creek Bridges
Highway FAS 31-124
County Union Region
Type of Work C-P-Str.
Funds FAS-C

PROJECT ASSESSMENT
NEGATIVE DECLARATION ☑
ENVIRONMENTAL IMPACT STATEMENT ☐

No anticipated problems

DIVISION OF STATE LANDS: No - quantities less than 50 cu.yds. (40 yds). Lawson verbally approved cut plans by phone 5-26-76 DKD

DEPT. OF GEOLOGY AND MINERAL INDUSTRIES: No

FISH & WILDLIFE COMMISSION: Yes - Plans being sent for their review & comments - We have feedback from Fish & Wildlife to control timing from their A 95 comments. No anticipated problems.

CORPS OF ENGINEERS: Not if work done prior to 1-1-77

DEPT. OF ENVIRONMENTAL QUALITY: No

OTHER: No

1980 Walker Rd. @ Cedar Hills 9166
Blvd. (Beaverton) Sec. of Walker Rd.
(Gr., pav. & sig.)

Smead
No. 2-152-5L
... LOS ANGELES ...
... McGREGOR, TX ...

# HIGHWAY DIVISION
# INVOICE

INVOICE NUMBER: 137428

SEND REMITTANCE TO:
OREGON STATE HIGHWAY DIVISION
TRANSPORTATION BUILDING
SALEM, OREGON 97310

DATE: 8-15-83

YOUR ORDER NUMBER:

BILLING REQ. NUMBER: CA 1874

- WASHINGTON COUNTY
- 150 N FIRST
- HILLSBORO OR 97123

| CODE | PREFIX | FUNC | SUB FUNC | OBJECT | P/N GROUP | AMOUNT |
|---|---|---|---|---|---|---|
| WASHCPW | | 325 | 00 | | | 2,991.27 |
| | 334-1044 | 296 | 00 | 000 | | 1,400.67 |
| | 334-1044 | 297 | 00 | 000 | | (1,400.67) |

| DESCRIPTION | | TOTAL PRICE |
|---|---|---|
| FINAL BILLING: WALKER ROAD @ CEDAR HILLS BLVD - FEDERAL PROJECT NO. IX9070(1) & (2). | | |
| PRELIMINARY ENGINEERING | 10,214.78 | |
| CONSTRUCTION | 109.751.96 | |
| TOTAL PROJECT COSTS | 119,966.74 | |
| LESS FEDERAL FUNDS | (90,085.47) | |
| COUNTY'S SHARE | 29,881.27 | |
| LESS COUNTY ADVANCE DEPOSIT | (26,890.00) | |
| BALANCE DUE FROM COUNTY | | 2,991.27 |

110.00
FINAL

734-1150 (7-81)

7102

# REQUEST FOR OUTSIDE BILLING
(OR ADVANCE DEPOSIT TRANSFER)

HIGHWAY DIVISION

INVOICE NUMBER: 137428

| DATE | PURCHASE ORDER NUMBER | ☐ PARTIAL ☒ FINAL | PRIOR REQUEST NUMBER | BILLING REQUEST NUMBER |
|---|---|---|---|---|
| 8/8/13 | | | | CA 1874 |

**BILL TO:**

Washington County
150 N. First
Hillsboro OR 97123

CODE: WASHCPW

CREDIT DISTRIBUTION

325.00 1,991.27
334-1044-296-00-000 1,400.67
334-1044-297-00-000 1,400.67

| DESCRIPTION: (Describe the service rendered, location, etc. Refer to agreements, letters and orders by which payer authorized the service.) | | TOTAL |
|---|---|---|
| Final Billing: Walker Rd at Cedar Hills Blvd - 2nd Proj. No. 1X 9070(3) | | |
| Preliminary Engineering | 10,214.78 | |
| Construction | 109,751.11 | |
| Total Project Costs | 119,966.74 | |
| Less Federal Funds | <90,085.47> | |
| County's Share | 29,881.27 | |
| Less County Adv. Deposit | <26,890.00> | |
| Balance from County | 2,991.27 | |
| 110.00 | | |

| | | | |
|---|---|---|---|
| Advance Deposit Amount | $ | AMOUNT DUE | $ 2,991.27 |
| Advance Deposit Previously Transferred to Highway Fund | $ | SUBMITTED BY | |
| Balance | $ | APPROVED BY | |
| Transfer to Highway Fund | $ | | |
| Refund Due | $ | | |

OREGON STATE HIGHWAY DIVISION

ITEMIZED STATEMENT OF FINAL COSTS DATE: July 27, 1983

COUNTY: Washington AGREEMENT NO: 7027 PROJECT NO: IX-9070 (1) & (2)

CONTRACT NO: 9166 SECTION: Walker Rd. at Cedar Hills Blvd.

PRELIMINARY ENGINEERING: Prefix No. 334-1994

| | |
|---|---|
| Resident Engineer | $ 3,097.92 |
| Final Design | 1,363.18 |
| Soils & Geology | 102.72 |
| Signing | 3,156.33 |
| Utility Liaison | 326.23 |
| Program Section | 121.00 |
| Specifications | 1,191.50 |
| Administrative Services | 46.60 |
| Environmental Section | 809.30 |
| TOTAL P.E. COST | $ 10,214.78 |

CONSTRUCTION: Prefix No. 334-1044

| | |
|---|---|
| Payment to Contractor | $ 91,572.36 |
| Credit for Liquidated Damages | (1,100.00) |
| SFO #1 Permanent Striping | 926.00 |
| Construction Engineering | 17,285.24 |
| Signing | 155.60 |
| Program Section | 46.63 |
| Salem Lab | 113.18 |
| Portland Lab | 23.11 |
| Technical Services | 184.76 |
| Construction Section | 270.50 |
| Region Office | 274.58 |
| TOTAL CONST. COST | $ 109,751.96 |

SUMMARY:

| | | |
|---|---|---|
| Total P.E. Cost | | $ 10,214.78 |
| Total Const. Cost | | 109,751.96 |
| TOTAL PROJECT COST | | $ 119,966.74 |
| Less Federal Funds: | | |
| P.E. | 8,624.18 | |
| CONST. | 81,461.29 | (90,085.47) |
| COUNTY SHARE | | $ 29,881.27 |
| Less County Advance Deposit (LGIP) | | (26,890.00) |
| BALANCE DUE FROM COUNTY | | $ 2,991.27 |

rig cc: OSHD (Coulter) STATE COPY

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

# FINAL ACCEPTANCE REPORT

| REGION NO. | REPORT NO. | COUNTY | DIVISION |
|---|---|---|---|
| 10 | 2 | Washington | Oregon |
| **DATE OF REPORT** | **REPORT MADE BY** | | **PROJECT NO.** |
| 9-9-82 | T. P. Lowe, Area Engineer | | IX-9070(2) |
| **COMPLETION DATE** | **ACCEPTANCE DATE BY CONTRACT AGENCY** | **TIME ELAPSED** | **CONTRACT TIME** |
| 4-6-81 | 12-16-81 | 122 % | 200 days |
| **APPROVED EXTENSIONS** | **LOCATION** | | |
| 35 days | See below | | |

*The PR-47, Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds, has been submitted.
*A copy of the State's materials certificate is attached to the Division office copy of this report.
There is compliance with section 1.23 of the Regulations pertaining to encroachments on the right-of-way.

**REMARKS:** *The project has been completed in reasonably close conformity with the approved plans and specifications including authorized changes and extra work.*

WALKER ROAD @ CEDAR HILLS BLVD.
FAU 9070 (CITY STREETS)
Grading, Paving & Signals

The final cost is $102,000. The original estimate was $109,000.

Liquidated damages of $1,100 have been assessed the contractor.

RECEIVED
STATE HWY ENGR
SEP 21 '82
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

Noted

*NOTE: Not applicable for direct federal projects.

| ACCEPTANCE OF PROJECT IS RECOMMENDED | | ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION | |
|---|---|---|---|
| SIGNATURE: Original Signed T. P. Lowe<br>Thomas P. Lowe | | SIGNATURE: Field Operations Engineer<br>Glenn K. Hossner | |
| TITLE: Area Engineer | DATE: 9-9-82 | TITLE: | DATE: 9/20/82 |

FORM FHWA-1446 B (12-73) FORMERLY PR-33E

Previous Editions of PR-33E Will Not Be Used.

January 7, 1982

American Insurance Company
Attn: Fidelity & Surety Department
121 S.W. Salmon St., Suite 900
Portland, OR 97204

CON 5
#9166

Gentlemen or Ladies:

A post-final payment for $1,721.55 will be made to W. R. Grasle Co. on Contract No. 9166 for work on the Walker Road at Cedar Hills Boulevard (Beaverton) Section of FAU 9070 in Washington County as soon as the warrant is prepared.

The total amount paid on this contract will be $90,472.36 including the post-final payment. No force account work was performed on this contract.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

dmc

cc: W. R. Grasle Co.
437 N.W. 16th Avenue
Portland, OR 97207

Fred S. James & Co. of Oregon
111 S.W. Columbia
Portland, OR 97201

bc: C. T. Keasey
Walt Hart
E. L. Hardt

file E

REPORT OF ACTION UNDER DELEGATED AUTHORITY BY

ASSISTANT STATE HIGHWAY ENGINEER

On behalf of the Commission and under authority delegated to me to accept contracts completed according to specifications, I accepted the following:

| Contractor and Contract No. | Section & County | Acceptance Date |
|---|---|---|
| Central Oregon Pavers, Inc. No. 9075 | Madras Prineville Hwy.-S. McMeen Co. Jefferson County | Dec. 8, 1981 |
| MOCON Corp. No. 9147 | S.E. 92nd Ave.-S.E. Lester Ave. Multnomah & Clackamas Counties | Dec. 9, 1981 |
| Kizer Excavating Co. No. 9209 | Dundee/Newberg Rd. @ SPRR X'ing Yamhill County | Dec. 10, 1981 |
| Maxwells Electric, Inc. No. 9130 | C.B.D. Traffic Signals (Portland) Multnomah County | Dec. 14, 1981 |
| Comco Const., Ore. Ltd. dba Salem Rd. & Driveway Co. No. 9274 | McLeod Lane N.E.-Oregon Electric Railroad Marion County | Dec. 16, 1981 |
| Electric Corp. No. 9243 | Clackamas Hwy. @ S.E. River Rd. (Milwaukie) Clackamas County | Dec. 15, 1981 |
| W.R. Grasle Co. No. 9166 | Walker Rd. @ Cedar Hills Blvd. (Beaverton) Washington County | Dec. 16, 1981 |
| Linnco Electric Co. No. 9230 | Santiam Hwy. @ Clay St. (Albany) Linn County | Dec. 15, 1981 |
| Traffic Marking Specialists, Inc. No. 9163 | Multn. Co. Pavement Marking Proj. No. 2 Multnomah County | Dec. 11, 1981 |
| F.E. Ward, Inc. No. 9236 | Diversion Canal (Joe Wright, Reeder, Spring Lake Rds.) Bridges Klamath County | Dec. 11, 1981 |
| Hamilton Electric, Inc. No. 9202 | McKenzie Hwy. @ 42nd. St. (Springfield) Lane County | Dec. 18, 1981 |
| Babler Bros., Inc. No. 9310 | Madras - Pear Drive Jefferson County | Dec. 24, 1981 |

| Contractor and Contract No. | Section & County | Acceptance Date |
|---|---|---|
| A.K. Lundmark & Son, Inc. No. 9286 | Deschutes River (Twin Bridges Rd.) Bridge Deschutes County | Dec. 29, 1981 |
| Hamilton Electric, Inc. No. 8918 | S.E. Monterey Ave.-S.E. Harmony Rd. Clackamas County | Dec. 29, 1981 |
| Douglas S. Coats, Inc. No. 9266 | Hay Canyon Creek Bridge Sherman County | Dec. 29, 1981 |
| A.K. Lundmark & Son, Inc. No. 9287 | Little Deschutes River (Masten Rd.) Bridge | Dec. 30, 1981 |
| Kniesteadt & Sons No. 9283 | Powder River (Beaver Creek Rd.) Bridge Baker County | Dec. 30, 1981 |
| Hertz Electric, Inc. No. 9181 | Cornell Rd. @ Murray Blvd. Washington County | Dec. 30, 1981 |

January 6, 1982

C. T. Keasey, P.E., P.L.S.
Asst. State Highway Engineer

1166

December 18, 1981

American Insurance Company
Attn: Fidelity & Surety Department
121 S.W. Salmon Street, Suite 900
Portland, OR 97204

CON 5
#9166

Gentlemen or Ladies:

On December 16, 1981, we wrote to you concerning release of final payment on Contract No. 9166 awarded to W. R. Grasle Co. for work on the Walker Road at Cedar Hills Boulevard (Beaverton) Section of FAU 9070 in Washington County.

Final payment on this contract is $5,630.87 and the total contract amount is $88,750.81. No work was performed under force account.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

dmc

cc: W. R. Grasle Co.
437 N.W. 16th Avenue
Portland, OR 97207

Fred S. James & Co. of Oregon
111 S.W. Columbia
Portland, OR 97201

bc: C. T. Keasey
Walt Hart
E. L. Hardt

VICTOR ATIYEH
GOVERNOR

*Department of Transportation*
# STATE HIGHWAY DIVISION

IN REPLY REFER TO
FILE NO

December 9, 1981

CON 5 #9166

W. R. Grasle Company
P.O. Box 4123
Portland, OR 97208

Re: Time Extension Request
Walker Rd. at Cedar Hills Blvd.
FAP No. IX-9070(2)
Contract No. 9166

Gentlemen:

Your request for additional contract time on the above project has been carefully reviewed. A contract time extension of 35 calendar days is granted due to the extra work performed in changing the controller pre-emption logic.

There remains 10 calendar days of liquidated damages assessed under this contract. Should you wish further review or to submit additional data, please contact Project Manager Cochell.

Sincerely,

C. T. Keasey, P.E., P.L.S.
Assistant State Highway Engineer

OBJ:fr

cc: H. S. Coulter (w/att.)
Ed Hardt "
James Cochell "
FHWA "
Robert Church

RECEIVED
STATE HWY ENGR
DEC 10 '81
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

Form 734-3123

FORM E-30 25M 8-81 52318

# OREGON STATE HIGHWAY DEPARTMENT

ASHE CAE FOE QCE SCS EEO — RECEIVED DEC 8 1981 — CONSTRUCTION BRANCH

OM CA LE TC FE CP — INTER-DEPARTMENT CORRESPONDENCE

December 2, 1981
Portland, Oregon

OE RE RME C
RECEIVED
UE RSC
SO REGION 1 RB
TO

To: Marion Craft
Region Const. Engr.

FROM: James W. Cochell
Resident Engineer

SUBJECT: Time Extension Request
Walker Rd. at Cedar Hills Blvd.
(Beaverton)
FAU 9070 (City St.)
Washington County
Contract No. 9166

12-9-81
CTK-
I concur in the recommendation of Region and Resident to grant a 35 c.d. extension due to extra work.
Orig

Attached is a time extension from W. R. Grasle Co. requesting an additional fourty-five (45) days on the above named project. This project consisted of grading, paving and traffic signals. Following are some pertinent dates concerning this request.

| | |
|---|---|
| Contract awarded | 7-24-80 |
| Contract time specified | 200 CD |
| Calendar count started | 8- 5-80 |
| Contractor began work | 11- 7-80 |
| Contract time elapsed | 2-20-81 |
| Contract completed | 4- 6-81 |
| Calendar days used | 245 |
| Liquidated damages | 45 |

The contractors request for a time extension is based on the States request for a change in the Opticom Fire Pre-emption Sequence. This change was first requested January 12, 1981, which was thirty-nine (39) days before their contract time elapsed.

The signals were turned on March twenty-fifth (25th), after which the following two (2) days were used removing the existing signal installation, which had to remain in operation until after the turn on. The only work performed after March twenty-seventh (constructing extruded curb) was not effected by the required change since it could have been done prior to the turn on. Therefore I recommend that thirty-five (35) days extension be granted due to the requested change. The remaining ten (10) days from March twenty-eighth through April sixth would remain as liquidated damages.

CC: Bryant Jackman with original attach.
I agree with Jim Cochell's analysis and recommendation.
Marion Craft

Encl.
cc: file

JWC:sk

STATE OF OREGON
Department of Transportation
Metropolitan Branch

INTEROFFICE MEMO
Telephone: 238-8226
Date: September 9, 1981

File No: 334-1994

TO F.E. TERPIN
Location Engineer

FROM T.A. SPENCE
Plan & Program Manager

SUBJECT Cedar Hills Blvd. @ Walker Rd.
Cedar Hills Blvd.
Washington County

I request your approval of the attached Authority for Survey No. 2 for this project. This is an Interstate Transfer project sponsored by Washington County. Construction is nearly complete on this project. This authority is written to document the final PE costs.

This authority is 9.5 percent of the contract authorization.

We understand that the PE has already been closed out with FHWA. No additional obligation of federal funds is required to cover this Authority for Survey.

TAS:ECM:JS

cc: D.R. Adams
C.H. Duval
J.R. Rose
D.E. Swan
E.C. Purdy
G.E. Zehner
J. Gaither
R.C. Brooks

(Rev. 8-71)

REGON STATE HIGHWAY DIVISION

# AUTHORITY FOR SURVEY

CANCELLED

ection Cedar Hills Boulevard at Walker Road

ghway Cedar Hills Boulevard

nty Washington

Date September 8, 1981

Authorization No. 2

Survey Prefix 334-1994
(Assigned by Salem office)

cription of termini, route, length, etc.: Intersection of Cedar Hills Blvd. and SW Walker Rd.

posed: Full activated five-phase signal th left-turn channelization.

se of survey: State to perform PE, field vey, plans, specifications and estimate.

te of cost: $108,544 (contract authorization)
. No. IX-9070(1)
ding: FAIX (Mt. Hood Transfer)
ss II, Categorical Exclusion

| | | |
|---|---|---|
| Field Survey | (901) | 3,100 |
| Citizen Participation | (902) | |
| City or County | (903) | |
| Consultant | (904) | |
| Final Design | (905) | 1,370 |
| Bridge Design | (906) | |
| Preliminary Design | (907) | |
| R/W Description | (909) | |
| Soils & Geology | (910) | 110 |
| Traffic | (911) | 3,160 |
| Landscape | (912) | |
| Liaison R/W | (913) | |
| Utility | (914) | 330 |
| Photogrammetry | (916) | |
| Location Studies | (918) | |
| Engineering Graphics | (919) | |
| Project Management | (920) | 150 |
| Specifications | (921) | 1,200 |
| Administrative Services | (922) | 50 |
| Environmental | (923) | 810 |
| Dept. of Transportation | (924) | |
| Air Quality Monitoring | (925) | |
| Foundation Exploration | (926) | |
| Seminars & Training | (950) | |
| Hearings | (980) | |
| Personal Leave Time | (960) | |

Balanced Out

INSTRUCTIONS

it four copies to Salem. After approval by the State Highway Engineer, one copy will be sent to onal Engineer and one copy to the Resident Engineer.

orm does not constitute authority for making survey proved and returned.

t separate order for each survey.

Total estimated cost of survey . . . . . $ 10,280

Previous authorization . . . . . 7,000

Additional authorization requested . . . . 3,280

Additional authorization approved (Salem) .

Total all authorizations approved (Salem) .

s made by:

H. DUVAL, Metro Location Engineer

ended for Approval:

DAMS, Project Development Engineer

Recommended for Approval:

Location Engineer

Approved:

Assistant State Highway Engineer

KEH
MH

CON 5

DATE: May 21, 1981

TO: Dale E. Wilken, Division Administrator
Federal Highway Administration

FROM: C. T. Keasey
Ass't. State Highway Engineer

SUBJECT: Request Contract Acceptance
Federal-aid Project No. IX-9070(2)

Contract 9166, Work Completed April 6, 1981

Project Walker Rd.@ Cedar Hills Blvd.(Beaverton)

Highway FAU 9070 (City Street)

County Washington

We request that your office return a signed copy of this letter indicating acceptance or list conditions which would prevent your final acceptance of the contract work.

Acceptance Date _____

Dale L. Wilken
Division Administrator

RDC:mk

cc: E. S. Coulter
C. T. Keasey
I. L. Hardt
R. D. Church

FORM 81-734-3001

OREGON STATE HIGHWAY DIVISION

# FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

| | | |
|---|---|---|
| SECTION: Walker Rd. at Cedar Hills Blvd. | | WEEK ENDING: May 16, 1981 |
| | | SECTION PREFIX: 334-1044 |
| HIGHWAY: FAU 9070 (City St.) | | COUNTY: Washington |
| NAME OF JOB: Walker Rd. at Cedar Hills Blvd. | KIND OF WORK: Grading, Paving and Signals | |
| CONTRACTOR: W.R. Grasle Co. | CONTRACT NUMBER: 9166 | FEDERAL AID PROJECT NUMBER: IX-9070(2) |
| DATE OF CONTRACT: July 24, 1980 | DATE WORK STARTED: 11-7-80 | ESTIMATED COMPLETION DATE: |
| AVERAGE FORCE ON PROJECT FOR THE WEEK<br>MEN 0 SUPERVISION 0 | SPECIFIED WORK DAYS 200 | WORK DAYS USED 245 |
| | SPECIFIED CALENDAR DAYS | CALENDAR DAYS USED |
| PROJECT AUTHORIZATION: $ 108,543.71 | SPECIFIED COMPLETION DATE | PERCENT OF TIME ELAPSED: 122.5 |
| EXCLUSIVE OF ENGINEERING: $ 99,063.91 | ENGINEERING AUTHORIZATION $ 9,479.80 | PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 90 ? 100% ? |
| ESTIMATED COST OF COMPLETED PROJECT EXCLUSIVE OF ENGINEERING: $ 86,618.60 | ENGINEERING COST TO DATE $ 16601.65 | PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 86.9 |
| ESTIMATED PERCENT ~~OVERRUN~~ UNDERRUN: 12.6 % | PERCENT OF AUTHORIZATION: 175.13 % | DATE PROJECT WAS COMPLETED: 4-16-81 |

## ESTIMATED PERCENT COMPLETE (ROADWORK)

| CLEARING | DRAINAGE | GRADING | BASE | ~~MISCELLANEOUS~~ PAVE | MAT'L PROD | Signals 100 |
|---|---|---|---|---|---|---|
| | | | GRADING | SURFACING | MAINTENANCE MATERIALS | OIL & BITUMINOUS MACADAM / PAVING |
| MILES IN PROJECT | | | 0.13 | 0.13 | | 0.13 |
| MILES PARTIALLY COMPLETED | | | | | | |
| MILES COMPLETED | | | | | | |
| TOTAL ESTIMATED QUANTITIES (CONTRACT) | | | 260 | 340 | | 100 |
| TOTAL QUANTITIES CORRECTED TO DATE | | | 165.940 | 305.910 | | 158.396 |
| ESTIMATED QUANTITIES MOVED OR PLACED TO DATE | | | 165.940 | 305.910 | | 158.396 |
| AVERAGE DAILY QUANTITIES | | | | | | |
| AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME | | | | | | |
| NUMBER OF SHIFTS PER DAY | | | | | | |
| HOURS PER SHIFT | | | | | | |

EQUIPMENT USED DURING THE WEEK

## ESTIMATED PERCENT COMPLETE (STRUCTURES)

| BRIDGE NO. | | | | | | | |
|---|---|---|---|---|---|---|---|
| PERCENT | | | | | | | |

| | WEATHER | WORK DAYS CHARGED | HOURS DELAY | CAUSE OF DELAY |
|---|---|---|---|---|
| SUNDAY | No time charged | | | |
| MONDAY | | | | |
| TUESDAY | | | | |
| WEDNESDAY | | | | |
| THURSDAY | | | | |
| FRIDAY | | | | |
| SATURDAY | | | | |

K

MAY 1 9 1981

| GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK | |
|---|---|
| SUNDAY | |
| MONDAY | |
| TUESDAY | |
| WEDNESDAY | |
| THURSDAY | |
| FRIDAY | |
| SATURDAY | |

**REMARKS**

The semi- final for this job will be completed soon.

Construction
Region
FHWA
File

SIGNED J. M. Cobb LOCATION Sylvan

PRIME RESIDENT SUBMIT 2 COPIES WHEN BRIDGES AND GRADING BOTH ARE INVOLVED SUBMIT 3 COPIES

SP-F216

(MEMORANDUM) 334-1994

FORM APPROVED BY COMPTROLLER GENERAL, U.S. MAY 12, 1966

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

STATE VOUCHER NO.

FHWA VOUCHER NO.

**VOUCHER FOR WORK PERFORMED UNDER PROVISIONS OF THE FEDERAL AID AND FEDERAL HIGHWAY ACTS, AS AMENDED**

APPROPRIATION

FHWA SCHEDULE NO.

THE UNITED STATES, DR., TO *(Insert official or depositary named in project agreement)*
Treasurer of the State of Oregon

PAID BY

ADDRESS
Capitol Bldg.
Salem, OR 97310

*(For use of Paying Office)*

STATE
Oregon

VOUCHER TYPE *(Check Appropriate Block)*

☐ CURRENT BILLING

VOUCHER PERIOD
FROM 4-16-79
TO 7-10-80

☐ OTHER PROGRESS

☐ FINAL VOUCHER (*) X

FEDERAL AID PROJECT NO.
IX-9070(1)

*(*) Use Form FHWA-1447 for Final Voucher for a project constructed under certification acceptance or secondary road procedures (23 U.S.C. 117).*

| TOTAL ACTUAL COST | TOTAL PARTICIPATING COST | PRO-RATA OF PARTICIPATING COST CLAIMED FROM U.S. | TOTAL AMOUNT CLAIMED FROM U.S. | LESS PREVIOUS PAYMENTS | NET AMOUNT CLAIMED |
|---|---|---|---|---|---|
| $10,231.28 | $10,146.02 | 85.0% | $8,624.18 | $8,624.18 | $ 0.00 |

RECEIVED DIVISION OFFICE
BY Oregon DATE

DIVISION OFFICE REVIEW MADE
BY DATE 10/15/80

PASSED FOR PAYMENT
BY V. E. Skoog, Controller DATE

REMARKS

$ 0.00

FORM PR-20A
(Rev. 5-73)

PREVIOUS EDITIONS ARE OBSOLETE

STATEMENT OF COSTS INCURRED UNDER PROJECT AGREEMENT

| ITEM NO. | ITEM | QUANTITY | UNIT | UNIT PRICE | AMOUNT | NOTATIONS (Payee must not use this column) |
|---|---|---|---|---|---|---|
| | Walker Rd. @ Cedar Hills Blvd. (Beaverton) Section Washington County | | | | | |
| | Preliminary Engineering | | | | | |
| | Type Code P.E. | | | | | |
| | State | | | | | |
| | Total Participating Cost | All Required | | | $10,146.09 | |
| | | | | | $10,146.09 | |
| | Nonparticipating Items | | | | | |
| | Preliminary Engineering-State | All Required | | | 55.19 | |
| | Total Project Costs | | | | $10,201.28 | |
| | Prepared based on Participating Costs as shown on Federal Billing as of 8/31/80 | | | | | |

AMOUNT CARRIED FORWARD . . . . .

TOTAL TO DATE JOB COST SUMMARY — JUNE 1981 — 

| DESCRIPTION OF JOB OR DEPARTMENT | PREFIX | | FUNCTION | GR | CURRENT MONTH | FISCAL YEAR TO DATE | GRAND TOTAL TO DATE |
|---|---|---|---|---|---|---|---|
| | 334 | 1977 | 920 | 00 P 1 | | 1 [illegible] 11 | [illegible] 16 |
| | 334 | 1977 | 921 | 00 P 1 | | 759.82 | 2,4[illegible] 72 |
| | 334 | 1977 | 922 | 00 P 1 | | | [illegible] 38 |
| | 334 | 1977 | 923 | 00 P 1 | | 13.02 | 1,0[illegible] 10 |
| | 334 | 1977 | 923 | 00 N 1 | | | [illegible] 91 |
| | 334 | 1977 | 926 | 00 P 1 | | | [illegible] 77 |
| | | | TOT | P1 | | 1,3[illegible] 76 | 17,1[illegible] 68 |
| | | | TOT | N1 | .34 | 12 10 | [illegible] 61 |
| | | | ** JOB TOTALS ** | | .34 ** | 1,359.45 ** | 17,24[illegible] 29 ** |

ROCK CRK NW 185TH BR — CONT NO — FA PROJ NOS SOS 400002 100 — STATE

| | | | | | | | |
|---|---|---|---|---|---|---|---|
| 334 | 1981 | [illegible] | 00 N 9 | 50.27CR | 1,5[illegible] 26CR | 12,[illegible] 70CR | |
| 334 | 1981 | [illegible] | 00 N 9 | 50.27 | 1,554 26 | 12,[illegible] 70 | |
| 334 | 1981 | 901 | 00 P 1 | | | 4,[illegible] 6 | |
| 334 | 1981 | 905 | 00 P 1 | | 115.48 | 1,[illegible] 14 | |
| 334 | 1981 | 910 | 00 P 1 | | | [illegible] 12 | |
| 334 | 1981 | 911 | 00 P 1 | | | 1,[illegible] 11 | |
| 334 | 1981 | 913 | 00 P 1 | | | [illegible] 5 | |
| 334 | 1981 | 914 | 00 P 1 | 1.89 | 67 23 | [illegible] 8 | |
| 334 | 1981 | 914 | 00 N 1 | | | 8[illegible] 32 | |
| 334 | 1981 | 920 | 00 P 1 | .23 | 13 43 | [illegible] 5 | |
| 334 | 1981 | 921 | 00 P 1 | | | [illegible] 46 | |
| 334 | 1981 | 922 | 00 P 1 | | | 4,[illegible] 46 | |
| 334 | 1981 | 923 | 00 P 1 | | 1,520 41 | [illegible] 3 | |
| | | TOT | P1 | 2.12 | 1,716 35 | 15,[illegible] 3 | |
| | | ** JOB TOTALS ** | | 2.12 ** | 1,716.35 ** | 15,113 50 ** | |

0016490000063081 — CONT NO — FA PROJ NOS XI 070001 100 — STATE

| | | | | | | | |
|---|---|---|---|---|---|---|---|
| 334 | 1994 | 296 | 00 N 9 | | 2,674 18CR | 9,[illegible] 18CR | |
| 334 | 1994 | 295 | 00 N 9 | | 2,674 18 | [illegible] 14 | |
| 334 | 1994 | 901 | 00 P 1 | | | 3,[illegible] 12 | |
| 334 | 1994 | 901 | 00 N 1 | | 11.70 | [illegible] 70 | |
| 334 | 1994 | 905 | 00 P 1 | | 6.00 | 1,[illegible] 18 | |
| 334 | 1994 | 910 | 00 P 1 | | | [illegible] 12 | |
| 334 | 1994 | 911 | 00 P 1 | | | 3,[illegible] 12 | |
| 334 | 1994 | 914 | 00 P 1 | | 62.39 | [illegible] 41 | |
| 334 | 1994 | 914 | 00 N 1 | 1.80 | 1.80 | [illegible] 3 | |
| 334 | 1994 | 920 | 00 P 1 | | | 1,[illegible] 50 | |
| 334 | 1994 | 921 | 00 P 1 | | | 1,191.50 | |
| 334 | 1994 | 922 | 00 P 1 | | 4.13 | [illegible] 50 | |
| 334 | 1994 | 923 | 00 P 1 | | | 8,[illegible] 50 | |
| | | TOT | P1 | | 72.52 | 10,[illegible] 3 | |
| | | TOT | N1 | 1.80 | 13.50 | 68.69 | |
| | | ** JOB TOTALS ** | | 1.80 ** | 86.02 ** | 10,214.78 ** | |

0016490000063081 — CONT NO — FA PROJ NOS SRS 005028 100 — STATE

| | | | | | | |
|---|---|---|---|---|---|---|
| 336 | 1934 | 295 | 00 N 9 | | 232.47 | 232.47 |

334-1044

(ORIGINAL)

FORM APPROVED BY COMPTROLLER GENERAL, U.S. MAY 12, 1966

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

**VOUCHER FOR WORK PERFORMED UNDER PROVISIONS OF THE FEDERAL AID AND FEDERAL HIGHWAY ACTS, AS AMENDED**

STATE VOUCHER NO.

FHWA VOUCHER NO.

APPROPRIATION

FHWA SCHEDULE NO.

THE UNITED STATES, DR., TO *(Insert official or depositary named in project agreement)*

Treasurer of the State of Oregon

ADDRESS

Capitol Bldg.
Salem, OR 97310

PAID BY

*(For use of Paying Office)*

STATE

Oregon

VOUCHER TYPE *(Check Appropriate Block)*

☐ CURRENT BILLING

VOUCHER PERIOD

FROM 6/4/80

TO 9/20/82

☐ OTHER PROGRESS

☒ FINAL VOUCHER (*)

FEDERAL AID PROJECT NO

IX-9070(2)

*(*) Use Form FHWA-1447 for Final Voucher for a project constructed under certification acceptance or secondary road procedures (23 U.S.C. 117).*

| TOTAL ACTUAL COST | TOTAL PARTICIPATING COST | PRO-RATA OF PARTICIPATING COST CLAIMED FROM U.S. | TOTAL AMOUNT CLAIMED FROM U.S. | LESS PREVIOUS PAYMENTS | NET AMOUNT CLAIMED |
|---|---|---|---|---|---|
| $ 96,246.04<br>2,823.00<br>10,858.16 | $ 93,026.54<br>2,810.27<br>-0- | 85%<br>85%<br>0 | $79,072.56<br>2,388.73<br>-0- | $79,072.56<br>2,388.73<br>-0- | $ 0.00<br>0.00<br>0.00 |
| $109,927.20 | $ 95,836.81 | 85% | $81,461.29 | $81,461.29 | $ 0.00 |

*I certify that the costs shown in this voucher have been incurred in accordance with terms of project agreements; applicable State and Federal laws or regulations; and that no claim has previously been submitted for costs claimed*

| STATE HIGHWAY AGENCY | DATE | SIGNATURE OF AUTHORIZED OFFICIAL |
|---|---|---|
| Controller | 3/31/83 | Controller |

*I certify that supporting records for costs claimed, and the referenced project (if applicable), have been subjected to required reviews, approvals and inspections by the Federal Highway Administration and that the amount approved is justly due*

AMOUNT SUBMITTED $ 0.00

ADJUSTMENTS

AMOUNT APPROVED

SIGNATURE OF FHWA REPRESENTATIVE

(SIGN ORIGINAL ONLY)

DATE APPROVED

FORM PR-20
(Rev. 5-78)

PREVIOUS EDITIONS ARE OBSOLETE

**STATEMENT OF COSTS INCURRED UNDER PROJECT AGREEMENT**

| ITEM NO. | ITEM | QUANTITY | UNIT | UNIT PRICE | AMOUNT | NOTATIONS (Payee must not use this column) |
|---|---|---|---|---|---|---|
| | Walker Rd. At Cedar Hills Blvd. (Beaverton) Washington County | | | | | |
| | Construction | | | | | |
| | Type Code Y008 | | | | | |
| | Channelization (Sta. 19+00 To Sta. 26+00) | | | | | |
| | Formal Contract Payment Summary | Lump Sum | | | $ 27,972.36 | |
| SFO | #1 Permanent Pavement Striping (State) | All Required | | | 926.00 | |
| | Total Participating Construction | | | | $ 28,898.36 | |
| | Type Code Y031 | | | | | |
| | Traffic Signal (Sta. 19+70) | | | | | |
| | Formal Contract Payment Summary | Lump Sum | | | 54,438.00 | |
| | Type Code Y008 $4,335.16 | | | | | |
| | Type Code Y031 8,165.29 | | | | | |
| | Construction Engineering | | | | | |
| | State | All Required | | | $ 13,482.42 | |
| | Liquidated Damages | Lump Sum | | | (981.97) | |
| | Total Participating Construction Engineering | | | | $ 12,500.45 | |
| | Total Participating Project Cost | | | | $ 95,836.81 | |
| | Nonparticipating Project Cost | | | | | |
| | Formal Contract Payment Summary | Lump Sum | | | 9,162.00 | |
| | Construction Engineering | All Required | | | 5,046.42 | |
| | Liquidated Damages | Lump Sum | | | (118.03) | |
| | Total Nonparticipating Project Cost | | | | $ 14,090.39 | |
| | Total Project Cost | | | | $109,927.20 | |
| | Prepared based on Participating Costs as shown on Federal Billing as of 4/7/83 | | | | | |

AMOUNT CARRIED FORWARD . .

GPO 944 891

WALKER RD @ CEDAR HILLS BLV  CONT NO 9166 * FA PROJ NOS XI 9070002 86

| | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|
| 334 | 1044 | 201 | 00 | P | 1 | | 3,850.00CR | XI 9070002 | 04 STATE 10 |
| 334 | 1044 | 201 | 00 | P | 8 | | | 80,312.98 | 81 83 |
| 334 | 1044 | 201 | 00 | N | 9 | | | 2,097.38 | 81 82 |
| 334 | 1044 | 203 | 00 | P | 1 | | 3,968.03 | 9,162.00 | 81 81 |
| 334 | 1044 | 203 | 00 | N | 9 | | 118.03CR | 981.97CR | 81 83 |
| 334 | 1044 | 270 | 01 | P | 1 | | | 118.03CR | 83 83 |
| 334 | 1044 | 296 | 00 | | | | 760.83 | 926.00 | 81 81 |
| 334 | 1044 | 296 | 00 | N | 9 | 2,499.07 | 8,519.58 | | 81 83 |
| 334 | 1044 | 297 | 00 | | | | 760.83CR | 108,351.29CR | 80 83 |
| 334 | 1044 | 297 | 00 | N | 9 | | 6,112.81CR | | 81 83 |
| 334 | 1044 | 298 | 00 | N | 9 | 2,499.07CR | 2,406.77CR | 26,890.00 | 80 83 |
| | | | | | | | | 81,461.29 | 80 83 |
| | | SUB TOTAL | | | | | | 91,398.36 | |
| 334 | 1044 | 900 | 00 | P | 1 | 5.00 | 2,345.61CR | 11,839.86 | 80 83 |
| 334 | 1044 | 900 | 00 | P | 8 | 5.00CR | | 669.68 | 80 83 |

ACCOUNT SUMMARY - EXPENDITURES & LEDGERS  APRIL 1983  PAGE 413

| DESCRIPTION | PREFIX | FUNCTION | SUB F. | GR | CURRENT MONTH | FISCAL YEAR TO DATE | GRAND TOTAL TO DATE | ACTIVE YRS BEG | ACTIVE YRS END |
|---|---|---|---|---|---|---|---|---|---|
| | 334 | 1044 | 900 | 00 N 1 | | 2,950.61 | 3,073.78 | 81 | 83 |
| | 334 | 1044 | 900 | 00 N 8 | | 5.00CR | .73 | 81 | 83 |
| | 334 | 1044 | 900 | 00 N 9 | | | 1,688.57 | 80 | 83 |
| | 334 | 1044 | 911 | 00 P 1 | | | 133.82 | 81 | 81 |
| | 334 | 1044 | 911 | 00 P 8 | | | 6.22 | 81 | 81 |
| | 334 | 1044 | 911 | 00 N 9 | | | 15.56 | 81 | 81 |
| | 334 | 1044 | 920 | 00 P 1 | | | 40.10 | 80 | 80 |
| | 334 | 1044 | 920 | 00 P 8 | | | 1.86 | 80 | 80 |
| | 334 | 1044 | 920 | 00 N 9 | | | 4.67 | 80 | 80 |
| | 334 | 1044 | 940 | 00 P 1 | | | 97.33 | 81 | 82 |
| | 334 | 1044 | 940 | 00 P 8 | | | 4.53 | 81 | 82 |
| | 334 | 1044 | 940 | 00 N 9 | | | 11.32 | 81 | 82 |
| | 334 | 1044 | 941 | 00 P 1 | | | 19.87 | 81 | 81 |
| | 334 | 1044 | 941 | 00 P 8 | | | .92 | 81 | 81 |
| | 334 | 1044 | 941 | 00 N 9 | | | 2.32 | 81 | 81 |
| | 334 | 1044 | 944 | 00 P 1 | | | 158.91 | 81 | 82 |
| | 334 | 1044 | 944 | 00 P 8 | | | 7.38 | 81 | 82 |
| | 334 | 1044 | 944 | 00 N 9 | | | 18.47 | 81 | 82 |
| | 334 | 1044 | 945 | 00 P 1 | | 12.26 | 232.65 | 81 | 82 |
| | 334 | 1044 | 945 | 00 P 8 | | .57 | 10.81 | 81 | 82 |
| | 334 | 1044 | 945 | 00 N 9 | | 1.42 | 27.04 | 81 | 82 |
| | 334 | 1044 | 946 | 00 P 1 | | | 236.13 | 81 | 82 |
| | 334 | 1044 | 946 | 00 P 8 | | | 10.99 | 81 | 82 |
| | 334 | 1044 | 946 | 00 N 9 | | | 27.46 | 81 | 82 |
| | 334 | 1044 | 948 | 00 P 1 | | | 10.86 | 81 | 81 |
| | 334 | 1044 | 948 | 00 P 8 | | | .50 | 81 | 81 |
| | 334 | 1044 | 948 | 00 N 9 | | | 1.26 | 81 | 81 |
| | 334 | 1044 | 960 | 00 N 1 | | | 150.72 | 81 | 81 |
| | 334 | 1044 | 960 | 00 N 8 | | | 7.00 | 81 | 81 |
| | 334 | 1044 | 960 | 00 N 9 | | | 17.52 | 81 | 81 |
| | | SUB TOTAL | | | | 14.25 | 18,528.84 | | |
| | | TOT | 00 | | | | | | |
| | | TOT | P1 | | 5.00 | 2,815.32CR | 93,026.54 | | |
| | | TOT | P8 | | 5.00CR | .57 | 2,810.27 | | |
| | | TOT | N1 | | | 2 .61 | 3,224.50 | | |
| | | TOT | N8 | | | 5.00CR | 7.73 | | |
| | | TOT | N9 | | | 116.61CR | 10,858.16 | | |
| | | ** JOB TOTALS ** | | | ** | 14.25 ** | 109,927.20 ** | | |

Gr. 1
Gr. 8 Bike
Gr. 9 100% co.

CORNELL RD@MURRAY BLVD  CONT NO 9181 = FA PROJ NOS XI 9022004 91

| | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| 334 | 1045 | 201 | 00 | P | 1 | | M 9022004 | 03 STATE 06 |

| PREFIX | GRP FL | FED AID PROJ APPR | AGREEMENT AMOUNT | TOTAL COSTS TO DATE | PARTIC. AMOUNT | % OF PARTIC. | FEDERAL SHARE | AMOUNT PREV CLAIMED | ADJUSTMENT AND CODE | AMOUNT OF THIS VOUCHER |
|---|---|---|---|---|---|---|---|---|---|---|
| 331-1095 | 1# | PMS -0005-075 APPR-140 | 960.62 | 960.62 | 960.62 | 100.00 | 960.62 | 960.62 | | |
| 331-1098 | 1# | BRM -4645-003 APPR-115 | 1657,494.56 | 2214,498.18 | 2209,992.75 | 75.00 | 1657,494.56 | 1657,494.56 | | |
| | 2 | M -4645-003 APPR-W32 | 185,305.16 | 216,100.51 | 216,048.92 | 85.77 | 185,305.16 | 185,305.16 | | |
| 331-1098 | | PREFIX TOTALS | 1842,799.72 | 2430,598.69 | 2426,041.67 | | 1842,799.72 | 1842,799.72 | | |
| 332-1052 | 1# | SOS -3201-001 APPR-680 | 64,273.66 | 97,868.29 | 72,889.16 | 88.18 | 64,273.66 | 64,273.66 | | |
| 333-1024 | 1# | SOS -3301-001 APPR-680 | | 179.85 | | 88.10 | | | | |
| 333-1025 | 1# | SOS -3301-001 APPR-680 | | 31.92 | | 88.15 | | | | |
| 333-1028 | 1 | M -4031-003 APPR-W32 | 328,248.00 | 369,241.90 | 369,009.19 | 88.15 | 325,281.60 | 325,281.60 | | |
| 334-1021 | 1# | RRS -5155-001 APPR-138 | 27,505.13 | 30,830.63 | 30,561.25 | 90.00 | 27,505.13 | 27,505.13 | | |
| 334-1026 | 1# | TQM -9091-003 APPR-124 | 82,683.69 | 111,827.70 | 96,401.64 | 85.77 | 82,683.69 | 82,683.69 | | |
| | 8# | TQM -9091-003 APPR-124 | 164.68 | 33.41- | 192.00 | 85.77 | 164.68 | 164.68 | | |
| | 9 | | | 41,045.80 | | | | | | |
| 334-1026 | | PREFIX TOTALS | 82,848.37 | 152,840.09 | 96,593.64 | | 82,848.37 | 82,848.37 | | |
| 334-1031 | 1# | RRS -9028-0[illegible] APPR-135 | 53,440.27 | 59,378.08 | 59,378.08 | 90.00 | 53,440.27 | 53,440.27 | | |
| 334-1035 | 1 | M -9234-0[illegible]4 APPR-W36 | 207,934.00 | 170,810.54 | 169,375.69 | 88.10 | 149,219.98 | 149,219.98 | | |
| | 2 | XI -9234-0[illegible]4 APPR-82[illegible] | 294,873.00 | 347,259.86 | 347,103.05 | 85.00 | 295,037.59 | 294,873.00 | | 164.59 B |
| 334-1035 | | PREFIX TOTALS | 502,807.00 | 518,070.40 | 516,478.74 | | 444,257.57 | 444,092.98 | | 164.59 |
| 334-1040 | 1 | XI -0000-013 APPR-823 | 401,106.00 | 436,731.09 | 429,149.47 | 85.00 | 364,777.05 | 364,777.05 | | |
| | 8 | XI -0000-013 APPR-823 | 21,100.00 | 20,630.65 | 20,619.23 | 85.00 | 17,526.35 | 17,526.35 | | |
| 334-1040 | | PREFIX TOTALS | 422,206.00 | 457,361.74 | 449,768.70 | | 382,303.40 | 382,303.40 | | |
| 334-1044 | 1# | XI -9070-002 APPR-823 | 79,072.56 | 96,251.04 | 93,026.54 | 85.00 | 79,072.56 | 79,072.56 | | |
| | 8 | XI -9070-002 APPR-823 | 2,388.73 | 2,818.00 | 2,810.27 | 85.00 | 2,388.73 | 2,388.73 | | |
| | 9 | | | 10,858.16 | | 85.00 | | | | |
| 334-1044 | | PREFIX TOTALS | 81,461.29 | 109,927.20 | 95,836.81 | | 81,461.29 | 81,461.29 | | |
| 334-1045 | 1 | XI -9022-004 APPR-823 | 108,517.00 | 126,280.10 | 126,061.26 | 85.00 | 107,152.07 | 107,152.07 | | |
| | 8 | M -9022-004 APPR-W36 | 5,181.00 | 1,948.86 | 1,945.29 | 88.15 | 1,714.77 | 1,714.77 | | |

OMB No. 04-R2089

| TO BE COMPLETED BY FHWA<br>MONTHLY TRANSACTION NO.<br>8-48 | U.S. DEPARTMENT OF TRANSPORTATION<br>FEDERAL HIGHWAY ADMINISTRATION<br><br>**FEDERAL-AID PROJECT AGREEMENT** | State: Oregon<br>County: Washington<br>Project No.: IX-9070(2) |
|---|---|---|

**The State, through its Highway Agency,** having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

Walker Rd. @ Cedar Hills Blvd. (Beaverton)

| PROJECT CLASSIFICATION OR PHASE OF WORK | EFFECTIVE DATE OF AUTHORIZATION | APPROXIMATE LENGTH *(Miles)* |
|---|---|---|
| HIGHWAY PLANNING AND RESEARCH (HP & R) | | |
| PRELIMINARY ENGINEERING | | |
| RIGHTS-OF-WAY | | |
| CONSTRUCTION | 7-4-80 | 0.0 |
| OTHER *(Specify)* | | |

FUNDS PRO RATA 95.0%

| ESTIMATED TOTAL COST OF PROJECT | FEDERAL FUNDS |
|---|---|
| $ 120,000.00 | $ [illegible] |

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
*(Official name of Highway Agency)*

By [signature]

Assistant State Hwy. Engineer
*(Title)*

By For: H.S. Coulter

State Highway Engineer
*(Title)*

By

*(Title)*

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By Tony Burton
*(Division Administrator)*

For: G.L. Green

Date executed by Division Administrator 7/30/80

Form PR-2 (Rev. 10 75) PREVIOUS EDITIONS ARE OBSOLETE

## AGREEMENT PROVISIONS

**1. RESPONSIBILITY FOR WORK**

a. Except for projects constructed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

b. With regard to projects performed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in accordance with the terms of its approved Certification, or exceptions thereto as may have been approved by the Federal Highway Administration.

**2. HIGHWAY PLANNING AND RESEARCH (HP&R) PROJECT.** The State highway agency will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

**3. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY.** In the event that actual construction of a road on this right-of-way is not undertaken by the close of the tenth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

**4. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES.** In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

**5. INTERSTATE SYSTEM PROJECT.** (a) The State highway agency will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project (b) The State highway agency will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of way of the interstate system. (c) The State highway agency will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

**6. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT.** (a) This project authorized pursuant to 23 U.S.C. 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway agency, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 U.S.C. 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

**7. STAGE CONSTRUCTION.** The State highway agency agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHTO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation..

**8. BOND ISSUE PROJECT.** Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 U.S.C. 122, for retiring maturities of the principal indebtednesss of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by 23 CFR Part 140, Subpart F, and Volume 1, Chapter 4, Section 8 of the Federal-Aid Highway Program Manual or the alternative State procedure set forth in the State's Certificate, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway agency for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

**9. SPECIAL HIGHWAY PLANNING AND RESEARCH PROJECT.** The State Highway agency hereby authorizes the Federal Highway Administration to charge the State's pro rata share of costs incurred against funds apportioned to the State under 23 U.S.C. 307 (c), as amended. In the event a project is financed with both Federal-aid funds and State matching funds, the State agrees to advance to The Federal Highway Administration the State matching funds for its share of the estimated cost. For a National Pooled Fund study, the State hereby assigns its responsibility for the work to the Federal Highway Administration. For an Intra-Regional Cooperative Study, the State hereby assigns its responsibility for the work to the lead State for the study

**10. PARKING REGULATION AND TRAFFIC CONTROL.** The State highway agency will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the local unit of Government referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration, unless the State determines, and the Division Administrator concurs, that the local unit of Government has a functioning traffic engineering unit with the demonstrated ability to apply and maintain sound traffic operations and control

6 - File



Oregon State Highway Division
Salem, Oregon, July 29, 1980

Federal Aid Project
No. IX-9070(2)

Walker Rd. @ Cedar Hills Blvd. (Beaverton)
Washington County

Project Agreement Estimate.

Type Code Y008
Channelization (Sta. 19+00 to Sta. 26+00)

| | | | |
|---|---|---|---|
| Mobilization | All Required (90%) | | $ 2,700.00 |
| Temporary Protection and Direction of Traffic | All Required | | 1,300.00 |
| Temporary Signs | 202 Sq.Ft. | $ 10.50 | 2,121.00 |
| Temporary Barricades | 6 Each | 150.00 | 900.00 |
| Temporary Plastic Safety Markers | 10 Each | 75.00 | 750.00 |
| Flagmen | 120 Hour | 26.00 | 3,120.00 |
| Removal of Structures and Obstructions | All Required | | 2,145.00 |
| General Excavation | 260 Cu.Yd. | 17.00 | 4,420.00 |
| Aggregate Base | 340 Ton | 12.50 | 4,250.00 |
| Class "B" Asphalt Concrete | 100 Ton | 37.50 | 3,750.00 |
| Sidewalk Ramps | 3 Each | 240.00 | 720.00 |
| Extra for Asphalt Approaches | 2 Each | 214.00 | 428.00 |
| Extra for Asphalt Walks | 280 Sq.Yd. | 3.75 | 1,050.00 |
| Extra for Asphalt Curbs | 522 Lin.Ft. | 2.00 | 1,044.00 |
| | | | $28,698.00 |

Anticipated Items

| | | | |
|---|---|---|---|
| Permanent Pavement Striping | All Required | | 500.00 |
| | Subtotal | | $29,198.00 |
| | Engineering | | 3,942.00 |
| | Total | | $33,140.00 |

Type Code Y031
Traffic Signal (Sta. 19+70)

| | | | |
|---|---|---|---|
| Traffic Signal Installation, Complete | All Required (86%) | | $54,438.00 |
| | Subtotal | | $54,438.00 |
| | Engineering | | 6,349.00 |
| | Engineering (Signal Controller Testing) | | 1,000.00 |
| | | | $61,787.00 |

Length of Project . . . . . 0.00 Mile

Oregon State Highway Division
Salem, Oregon, July 29, 1980

Federal Aid Project
No. IX-9070(2)

SUMMARY OF FUNDS (85%)

| Description | | Total Cost | Federal Funds | City Funds |
|---|---|---|---|---|
| Channelization | | $ 33,140.00 | $ 28,169.00 | $ 4,971.00 |
| Traffic Signal | | 61,787.00 | 52,518.00 | 9,269.00 |
| | Subtotal | $ 94,927.00 | $ 80,687.00 | $14,240.00 |
| Reserve | | 25,073.00 | 21,313.00 | 3,760.00 |
| | Total | $120,000.00 | $102,000.00 | $18,000.00 |

| | |
|---|---|
| Group 1 | 86% |
| Group 8 | 4% |
| Group 9 | 10% |
| Contract No. | 9166 |
| Prefix No. | 334-1994 |
| Prefix No. | 324-1044 |

Oregon State Highway Division
Salem, Oregon, July 29, 1980

Federal Aid Project
No. IX-9070(2)

Walker Rd. @ Ceder Hills Blvd. (Beaverton)
Nonparticipating - County Work

| | | |
|---|---|---|
| Mobilization | All Required (10%) | $ 300.00 |
| Traffic Signal Installation, Complete | All Required (14%) | 8,862.00 |
| | Subtotal | $ 9,162.00 |
| | Engineering | 236.00 |
| | Engineering (Opticom Testing) | 1,000.00 |
| | Total | $10,398.00 |

June 27, 1990

COW 4

Washington County
[illegible]
Hillsboro, Oregon 97123

Attn: Larry Pfeil
Director of Public Works

Gentlemen

On June 25, 1990 a satisfactory bid was received from W. R. Grasle Co., P.O. Box 4133, Portland, Oregon 97208 for the Walker Road at Cedar Hills Blvd. project. The advance deposit based on the anticipated construction cost of their bid is as follows:

| | F.A. PROJECT COSTS | 100% COUNTY COSTS |
|---|---|---|
| Bid Items | $93,343.00 | $5,445.00(OPTICOM) |
| Permanent Pavement Striping | $ 500.00 | $1,410.00(8ph-5ph) |
| Signal Controller Testing | 1,000.00 | |
| Optico Testing | | 1,000.00 |
| 4 1/2% Contingencies | 3,241.74 | 421.38 |
| 10% Engineering | 6,544.30 | 935.50 |
| ESTIMATED CONSTRUCTION COST | $97,332.24 | $10,711.48 |
| ESTIMATE PRELIMINARY ENGINEERING COST | 12,000.00 | - - |
| ESTIMATED TOTAL COST | $107,332.24 | $10,711.48 |

County's Advance Deposit:
10% of $107,332.24 = $10,174.84 + $10,711.48 = $26,886.32
or say $26,900.00

This project will be awarded upon receipt of your advance deposit, which should be in this office no later than July 16, 1990.

The attached sheet defines the three options for making your advance deposit. Please select the option you desire and submit your advance deposit in accordance with the instructions.

Very truly yours,

E. E. Swan
Operation Programming Engineer

EEZ:pf

bcc w/AD # 792: Metro Federal Aid Engineer
Vern Skoog - Please return completed AD # 792 when check is received.

( Beaverton ) Sec.

Section Walker Rd. at Cedar Hills Blvd. Programming Estimate $ _____

Highway FAU 9070 (City St.) Project Length 0.13

County Washington Completion Time 200 Calendar day

Kind of Work Grading, Paving and Signals Est. Comp. Date _____

Prefix 334-1994-921 Letting Date June 26, 80 Project No. IX-9070(2)

## ESTIMATED CONSTRUCTION AUTHORIZATION

Estimated Contract Amount . . . . . $ 121,672 00

Anticipated Additional Items:

| | | |
|---|---|---|
| Royalty Payment | | |
| Permit Fees | | |
| Slide Correction | | |
| Railroad Protective Costs | | |
| Other Railroad Costs | | |
| Permanent Signing | | |
| Permanent Pavement Striping | 500 | |
| Temporary Pavement Striping | | |
| Remove Pavement Striping (Exist. & Temp.) | | |
| Temporary Erosion Control | | |
| State Furnished _____ | | |
| Roadside Seeding & Mulching | | $ 2,500 |
| Asphalt Cement Adjustment | | |
| On the Job Trainees | | |
| State Responsibility for Damages | | |
| Signal Controller Testing (Engineering) | 1,000 | |
| Bikeway Signs | | |
| Furnish Mailbox Posts | | |
| Adjust Utilities: | | |
| Opticom Testing | 1,000 | |
| | | |
| | | |
| | | |
| | | |

Subtotal $ 124,172 00

Contingencies (4-1/2%) . . . . . 5,587 74

Engineering (8, 9, 10%) . . . . . 11,175 48

Subtotal $ 140,935 22

Credit for _____ . . . . . _____

Estimated Net Authorization, Construction . . . . . $ 140,935 22

APPROVED

Rec'd 5-14-80
Z

Walker Rd. at Cedar Hills Blvd. (Beaverton) Sec.
Grading, Paving and Signals

5-9-80

RECEIVED
COST ANALYSIS
MAY 8 1980
☐ CE ☐ CES ☐ CAS ☐ CT

SUBJECT TO SUCH CHANGE OR CHANGES AS MAY BE MADE WITH NOTICE TO PLAN HOLDERS BY ADDENDUM LETTER OR LETTERS, THE BID ITEMS AND QUANTITIES TO WHICH THE FOREGOING SPECIFICATIONS AND PROVISIONS APPLY WILL BE AS LISTED IN THE FOLLOWING BID SCHEDULE. THIS BID SCHEDULE IS FOR INFORMATION ONLY AND IS NOT TO BE USED IN BIDDING. THE BID SCHEDULE TO BE USED IN BIDDING IS BOUND IN THE PROPOSAL FORM.

## BID SCHEDULE

| Item No. | Item | Unit | Quantity | Unit Price (In Figures) | Total (In Figures) |
|---|---|---|---|---|---|
| 1. | Mobilization | Lump Sum | All | Lump Sum (8%) | $ 9,000.00 |
| 2. | Temporary Protection and Direction of Traffic | Lump Sum | All | Lump Sum | 2,500.— |
| 3. | Temporary Signs | Sq.Ft. | 202 | $ 6.— | 1,212.— |
| 4. | Temporary Barricades | Each | 6 | 115.— | 690.— |
| 5. | Temporary Plastic Safety Markers | Each | 10 | 80.— | 800.— |
| 6. | Flagmen | Hour | 120 | 23.— | 2,760.— |
| | ROADWORK | | | | |
| 7. | Removal of Structures and Obstructions | Lump Sum | All | Lump Sum | 1,000.— |
| 8. | General Excavation | Cu.Yd. | ~~270~~ 260 | 15.— | 3,900.— |
| 9. | Aggregate Base | Ton | ~~350~~ 340 | 14.— | 4,760.— |
| 10. | Class "B" Asphalt Concrete | Ton | ~~105~~ 100 | 45.— | 4,500.— |
| ~~11.~~ | ~~Concrete Walks~~ | ~~Sq.Yd.~~ | ~~80~~ | | |

[illegible] at Cedar Hills Blvd. (Beaverton) Sec.
[illegible], Paving and Signals

| Item No. | Item | Unit | Quantity | Unit Price (In Figures) | Total (In Figures) |
|---|---|---|---|---|---|
| 11 ~~12~~. | Sidewalk Ramps | Each | ~~3~~ | $ 300 !— | $ 900 !— |
| ~~13.~~ | ~~Concrete Curbs~~ | ~~Lin.Ft.~~ | ~~42~~ | | |
| 12 ~~14~~. | Extra for Asphalt Approaches | Each | 2 | 200 !— | 400 !— |
| 13 ~~15~~. | Extra for Asphalt Walks | Sq.Yd. | 280 | 8 !— | 2,240 !— |
| 14 ~~16~~. | Extra for Asphalt Curbs | Lin.Ft. | 522 | 5 !— | 2,610 !— |
| | TRAFFIC SIGNALS | | | | |
| 15 ~~17~~. | Traffic Signal Installation, Complete | Lump Sum | All | Lump Sum | 84,400 ! |

Total Amount of Bid $ 121,672 !—

( Beaverton ) Sec. Bm.

Section Walker Rd. at Cedar Hills Blvd. Programming Estimate $ 141,000

Highway FAU 9070 (City St.) Project Length 0.13

County Washington Completion Time 200 Calendar days

Kind of Work Grading, Paving and Signals Est. Comp. Date

Prefix 334-1994-921 Letting Date June 26, 80 Project No. IX-9070(2)

ESTIMATED CONSTRUCTION AUTHORIZATION 114,772 00

Estimated Contract Amount . . . . . $ ~~121,672 00~~

Anticipated Additional Items:

| | | |
|---|---|---|
| Royalty Payment | | |
| Permit Fees | | |
| Slide Correction | | |
| Railroad Protective Costs | | |
| Other Railroad Costs | | |
| Permanent Signing | | |
| Permanent Pavement Striping | 500 | |
| Temporary Pavement Striping | | |
| Remove Pavement Striping (Exist. & Temp.) | | |
| Temporary Erosion Control | | |
| State Furnished _____ | | |
| Roadside Seeding & Mulching | | $ 2500 |
| Asphalt Cement Adjustment | | |
| On the Job Trainees | | |
| State Responsibility for Damages | | |
| Signal Controller Testing (Engineering) | 1,000 | |
| Bikeway Signs | | |
| Furnish Mailbox Posts | | |
| Adjust Utilities: | | |
| Opticom Testing | 1,000 | |
| | | |
| | | |
| | | |
| | | |

Subtotal # 117,272 00 $ ~~124,172 00~~

Contingencies (4-1/2%) . . . . . 5,277 24 ~~5,587 74~~

Engineering (~~8~~, (9), ~~10~~%) . . . . . 10,554 48 ~~11,175 48~~

Subtotal 133,103 72 $ ~~140,935 22~~

Credit for _____ . . . . . ~~—~~

Estimated Net Authorization, Construction . . . . . $ ~~140,935 22~~

APPROVED

REC'D 5-16-80

5/12/80 # 133,103 72

5/15/80

12,250 (10% Co.)

_____

Walker Rd. at Cedar Hills Blvd. (Beaverton) Sec.
Grading, Paving and Signals

5-9-80

RECEIVED
COST ANALYSIS
MAY 8 1980
☐ CE ☐ CES ☐ CAS ☐ CT

SUBJECT TO SUCH CHANGE OR CHANGES AS MAY BE MADE WITH NOTICE TO PLAN HOLDERS BY ADDENDUM LETTER OR LETTERS, THE BID ITEMS AND QUANTITIES TO WHICH THE FOREGOING SPECIFICATIONS AND PROVISIONS APPLY WILL BE AS LISTED IN THE FOLLOWING BID SCHEDULE. THIS BID SCHEDULE IS FOR INFORMATION ONLY AND IS NOT TO BE USED IN BIDDING. THE BID SCHEDULE TO BE USED IN BIDDING IS BOUND IN THE PROPOSAL FORM.

## BID SCHEDULE

| Item No. | Item | Unit | Quantity | Unit Price (In Figures) | Total (In Figures) |
|---|---|---|---|---|---|
| 1. | Mobilization | Lump Sum | All | Lump Sum (8%) | $ ~~9,000.00~~ 8,500.00 |
| 2. | Temporary Protection and Direction of Traffic | Lump Sum | All | Lump Sum | 2,500 \| — |
| 3. | Temporary Signs | Sq.Ft. | 202 | $ 6 \| — | 1,212 \| — |
| 4. | Temporary Barricades | Each | 6 | 115 \| — | 690 \| — |
| 5. | Temporary Plastic Safety Markers | Each | 10 | 80 \| — | 800 \| — |
| 6. | Flagmen | Hour | 120 | 23 \| — | 2,760 \| — |
| | ROADWORK | | | | |
| 7. | Removal of Structures and Obstructions | Lump Sum | All | Lump Sum | 1,000 \| — |
| 8. | General Excavation | Cu.Yd. | ~~270~~ 260 | 15 \| — | 3,900 \| — |
| 9. | Aggregate Base | Ton | ~~350~~ 340 | 14 \| — | 4,760 \| — |
| 10. | Class "B" Asphalt Concrete | Ton | ~~105~~ 100 | 45 \| - | 4,500 \| — |
| ~~11.~~ | ~~Concrete Walks~~ | ~~Sq.Yd.~~ | ~~80~~ | | |

Walker Rd. at Cedar Hills Blvd. (Beaverton) Sec.
Grading, Paving and Signals

| Item No. | Item | Unit | Quantity | Unit Price (In Figures) | Total (In Figures) |
|---|---|---|---|---|---|
| 11 ~~12~~. | Sidewalk Ramps | Each | ~~3~~ | $ 300 !— | $ 900 !— |
| ~~13.~~ | ~~Concrete Curbs~~ | ~~Lin.Ft.~~ | ~~42~~ | | |
| 12 ~~14~~. | Extra for Asphalt Approaches | Each | 2 | 200 !— | 400 !— |
| 13 ~~15~~. | Extra for Asphalt Walks | Sq.Yd. | 280 | 8 !— | 2,240 !— |
| 14 ~~16~~. | Extra for Asphalt Curbs | Lin.Ft. | 522 | 5 !— | 2,610 !— |
| | TRAFFIC SIGNALS | | | | |
| 15 ~~17~~. | Traffic Signal Installation, Complete | Lump Sum | All | Lump Sum | 78,000 — ~~84,400~~ !— |

Total Amount of Bid $ 114,772 ~~121,672~~ !—

(Beaverton) Sta

1 X W

Section Walker Rd av Cedar Hills Blvd Programming Estimate $ _____

Highway FAU 9070 (City Street) Project Length 0.13

County Washington Completion Time 200 Calendar Days

Kind of Work Grading, Paving and Signals Est. Comp. Date _____

Prefix 334-1994-921 Letting Date June 26, 1980 Project No. 1X-9070(2)

## ESTIMATED CONSTRUCTION AUTHORIZATION

Estimated Contract Amount . . . . . $ 117,772.00

Anticipated Additional Items:

| | | |
|---|---|---|
| Royalty Payment | | |
| Permit Fees | | |
| Slide Correction | | |
| Railroad Protective Costs | | |
| Other Railroad Costs | | |
| Permanent Signing | | |
| Permanent Pavement Striping | 500 | |
| Temporary Pavement Striping | | |
| Remove Pavement Striping (Exist. & Temp.) | | |
| Temporary Erosion Control | | |
| State Furnished _____ | | $ 2500 |
| Roadside Seeding & Mulching | | |
| Asphalt Cement Adjustment | | |
| On the Job Trainees | | |
| State Responsibility for Damages | | |
| Signal Controller Testing (Engineering) | 1,000 | |
| Bikeway Signs | | |
| Furnish Mailbox Posts | | |
| Adjust Utilities: | | |
| Opticom Testing | 1,000 | N/P |
| | | |
| | | |
| | | |
| | | |

| | |
|---|---|
| Subtotal | $ 120,272.00 |
| Contingencies (4-1/2%) | 5,412.24 |
| Engineering (~~8~~, 9, ~~10~~%) | 10,824.48 |
| Subtotal | $ 136,508.72 |
| Credit for _____ | |
| Estimated Net Authorization, Construction | $ 136,508.72 |

APPROVED Civicom C455 = 8.6%
8p-54 3700 = 4.6%

5/19/80

_____
Road Design Engineer

Walker Rd. at Cedar Hills Blvd. (Beaverton) Sec.
Grading, Paving and Signals

5-9-80

RECEIVED
COST ANALYSIS
MAY 8 1980
☐ CE ☐ CES ☐ CAS ☐ CT

SUBJECT TO SUCH CHANGE OR CHANGES AS MAY BE MADE WITH NOTICE TO PLAN HOLDERS BY ADDENDUM LETTER OR LETTERS, THE BID ITEMS AND QUANTITIES TO WHICH THE FOREGOING SPECIFICATIONS AND PROVISIONS APPLY WILL BE AS LISTED IN THE FOLLOWING BID SCHEDULE. THIS BID SCHEDULE IS FOR INFORMATION ONLY AND IS NOT TO BE USED IN BIDDING. THE BID SCHEDULE TO BE USED IN BIDDING IS BOUND IN THE PROPOSAL FORM.

## BID SCHEDULE

| Item No. | Item | Unit | Quantity | Unit Price (In Figures) | Total (In Figures) |
|---|---|---|---|---|---|
| 1. | Mobilization | Lump Sum | All | Lump Sum (8%) | $ ~~9,000.00~~ 8,500.00 |
| 2. | Temporary Protection and Direction of Traffic | Lump Sum | All | Lump Sum | 2,500!— |
| 3. | Temporary Signs | Sq.Ft. | 202 | $ 6!— | 1,212!— |
| 4. | Temporary Barricades | Each | 6 | 115!— | 690!— |
| 5. | Temporary Plastic Safety Markers | Each | 10 | 80!— | 800!— |
| 6. | Flagmen | Hour | 120 | 23!— | 2,760!— |
| | ROADWORK | | | | |
| 7. | Removal of Structures and Obstructions | Lump Sum | All | Lump Sum | 1,000!— |
| 8. | General Excavation | Cu.Yd. | ~~270~~ 260 | 15!— | 3,900!— |
| 9. | Aggregate Base | Ton | ~~350~~ 340 | 14!— | 4,760!— |
| 10. | Class "B" Asphalt Concrete | Ton | ~~105~~ 100 | 45!— | 4,500!— |
| ~~11.~~ | ~~Concrete Walks~~ | ~~Sq.Yd.~~ | ~~80~~ | | |

Walker Rd. at Cedar Hills Blvd. (Beaverton) Sec.
Grading, Paving and Signals

| Item No. | Item | Unit | Quantity | Unit Price (In Figures) | Total (In Figures) |
|---|---|---|---|---|---|
| 11 ~~12.~~ | Sidewalk Ramps | Each | ~~3~~ | $ 300 !— | $ 900 !— |
| ~~13.~~ | ~~Concrete Curbs~~ | ~~Lin.Ft.~~ | ~~42~~ | | |
| 12 ~~14.~~ | Extra for Asphalt Approaches | Each | 2 | 200 !— | 400 !— |
| 13 ~~15.~~ | Extra for Asphalt Walks | Sq.Yd. | 280 | 8 !— | 2,240 !— |
| 14 ~~16.~~ | Extra for Asphalt Curbs | Lin.Ft. | 522 | 5 !— | 2,610 !— |
| | TRAFFIC SIGNALS | | | | 81,000 — ~~78,000~~ — |
| 15 ~~17.~~ | Traffic Signal Installation, Complete | Lump Sum | All | Lump Sum | ~~84,400~~ !— |
| | | | | | 117,772 00 ~~114,772~~ |
| | Total Amount of Bid | | | $ | ~~121,672~~ !— |

STATE OF OREGON
HIGHWAY DIVISION - ODOT

INTEROFFICE MEMO

TO: F I L E

DATE: June 24, 1980

FROM: H. S. Coulter
State Highway Engineer

SUBJECT: Footpaths and Bicycle Trails
June 26, 1980 Bid Letting

This is an informational report to document the Highway Division's action taken with regard to establishing footpaths and bicycle trails as set forth in ORS 366.514. Bids will be opened June 26, 1980, on the following projects:

1. Columbia River (Astoria) Bridge
   Oregon Coast Highway
   Clatsop County
   Painting

   Footpaths or bicycle trails are not incorporated in this section as no new highway construction, reconstruction or relocation is involved.

2. Bachelor Rock Production
   Century Drive Highway
   Deschutes County
   Aggregate Crushing

   Same as No. 1.

3. Coast Fork Willamette River Bridge
   Willamette Highway
   Lane County
   Painting

   Same as No. 1.

4. Pacific Highway East @ 'D' Street (Hubbard)
   Marion County
   Traffic Signals

   Same as No. 1.

5. Sandy Boulevard @ 50th and 70th Avenues (Portland)
   Multnomah County
   Traffic Signals

   Same as No. 1.

Contains Recycled Materials

6. Oregon Coast Highway @ 4th Street (Tillamook)
   Tillamook County
   Traffic Signals

   Same as No. 1.

7. Coquille and Myrtle Point Pavement Marking
   City Streets
   Coos County
   Pavement Marking

   Same as No. 1.

8. Libby Drive-Tarheel Creek
   FAS A429
   Coos County
   Paving

   Twenty-four-foot roadway with three-foot aggregate shoulders

   Footpaths and bicycle trails will not be established under this project as per ORS Chapter 366, Section 2, subsection 2(b), which states, "footpaths and trails are not required to be established . . . if the cost of establishing such paths and trails would be excessively disproportionate to the need or probable use."

9. N.W. Dorian Drive-N.W. Verde Drive (Ontario)
   N.W. 4th Avenue
   Malheur County
   Grading and Paving

   Two twelve-foot travel lanes, two ten-foot parking lanes. Four-and-one-half-foot sidewalks being constructed for pedestrian and bicycle traffic.

10. 12th Street S.E.-Ewald Avenue S.E. (Salem)
    Madrona Avenue and Pringle Road
    Marion County
    Grading and Paving

    Six-foot pedestrian-bikeway and extruded curb to be constructed on one side of Madrona Avenue and Pringle Road.

11. Boardman (N. Main Street)
    Morrow County
    Paving

    Eleven-foot travel lanes with ten-foot shoulders available for pedestrian and bicycle use.

Footpaths and bicycle trails will not be established under this project as per ORS Chapter 366, Section 2, subsection 2(c), which states, "footpaths and trails are not required to be established . . . where sparsity of population, other available ways or other factors indicate an absence of any need for such paths and trails."

12. Arterial Street Overlay (Portland)
City Streets
Multnomah County

Same as No. 1.

13. Hayden Island-N.E. Broadway Street (Portland)
Pacific Highway
Multnomah County
Paving and Signals

Interchange Improvement. Six-foot sidewalks for pedestrian and bicycle use to be constructed or revised at Jantzen Beach Interchange. Other locations, same as No. 11.

14. Multnomah County Pavement Marking No. 2
County Roads
Multnomah County
Pavement Marking

Same as No. 1.

15. Troutdale-Sandy River Bridge
Crown Point Highway
Multnomah County
Paving

Twelve-foot travel lanes with a six-foot pedestrian-bikeways on both sides.

16. Catherine Creek (Wilkinson Road) Bridge
County Road
Union County
Structure.

Twenty-seven-foot, six-inch roadway on structure.

Same as No. 11.

17. Walker Road at Cedar Hills Blvd. (Beaverton)
Washington County
Traffic Signals.

Interchange improvement. Existing sidewalks and bikeway being reconstructed in kind.

18. N.E. Columbia Blvd.-N.E. Weidler Street (Unit 3)
Pacific Highway East
Multnomah County
Grading and Paving

Six-foot-six-inch sidewalks to be constructed or existing sidewalks matched. Pedestrian median islands and curb cuts being constructed.

RPS:ge

cc: E. S. Hunter
D. G. Talbot
L. E. George
F. E. Terpin
George Bell
Don Harwell

OREGON STATE HIGHWAY DIV ION
1i7 DOT Building
Salem, Oregon 97310

Hwy # 734
Prefix 334-1994

Attention: Right-of-Way Section

Subject: Federal Aid Project No. (MH) FAU 9070
Project Name Walker Rd. @ Cedar Hills Blvd.

Regarding the above referred to federal aid project, we hereby certify that to the best of our knowledge and belief:

A. Existing Right-of-Way

☒ 1. All construction can be accomplished completely within the existing right-of-way. This existing right-of-way was acquired prior to January 2, 1971.

B. New Right-of-Way

☐ 1. This project required additional right-of-way purchased after January 2, 1971. Right-of-way, easements, or rights-of-entry required for this project have been secured in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, and all incidental charges related to the transfer of property will be paid by the county in accordance with said Act.

☐ a. There has been no displacement of persons from residences, farms or businesses.

OR

☐ b. There has been displacement of persons from either residences, farms or businesses and in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, displaced persons, businesses, or farm operations have been provided relocation payments, if eligible, and relocation assistance. Displaced individuals or families have been relocated to decent, safe and sanitary housing or have been offered decent, safe, sanitary and fair housing immediately available on the open market.

C. Utilities

☐ 1. The occupancy and/or adjustment of existing utilities within the right-of-way of the above referred to federal aid project have been authorized by permit, franchise, or other approved procedure.

Signed at Hillsboro, Oregon, this 20th day of May, 1980

APPROVED WASHINGTON COUNTY
BOARD OF COMMISSIONERS
MINUTE ORDER # 80-254
DATE 5-20-80
BY [signature]
CLERK OF THE BOARD

Certified By: [signature]
Regional Right-of-Way Supervisor
Date May 21, 1980

County of WASHINGTON

[signature]
~~County Judge~~/Chairman
Miller M. Duris

[signature]
Recording Secretary ~~Commissioner~~

~~Commissioner~~

Instructions: Complete A or B and C.
R/W File No. _____

N

[illegible] of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

Apr 2, 1980

In Reply Refer to File No.
PRO 6-2

TO: G. [illegible] Green, Division Administrator
Federal Highway Administration

Original Signed By
D. E. Swan

FROM: D. E. Swan
Operation Programming Engineer

Project Data Submission
Item No. 9018?
Project No. IM-2070(2)
[illegible] No. 8 Cedar Hills Blvd. Beaverton Section
[illegible] Road (FAU 2070)
Washington County

[illegible] and attached data [illegible] details of PE-1 forms, and project [illegible] for the subject project.

[illegible] are to obtain Highway Division's concurrence to request [illegible] approval upon availability of funds.

[illegible] Interstate Substitute Projects Subject to General Funds for [illegible] Construction" [illegible] the subject project. [illegible] Section 103 [illegible] advance of [illegible] total cost of $120,000, with substitution [illegible] funds in the amount of $12,000.

[illegible] proposed [illegible] dated March 7, 1979 letter to [illegible] [illegible] [illegible] of the Region 6 Office of Transportation.

DEF:
Attachments

[illegible]
[illegible] Office
[illegible]
[illegible]
Harry Zahrens, [illegible]

Budget Bureau No. 41-R

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO W. O.

FORM PR-1 (REV. 4-61) 4-2-80

# FEDERAL-AID PROGRAM DATA

*(PPM 21-1)*

| CARD | REPORT NUMBER | PROJECT LOCATION (45 typewriter spaces) | | PRESENT | FUTURE YEAR | REGION | STATE NAME |
|---|---|---|---|---|---|---|---|
| CARD 2 | (18) (20) | City St.,Jct.@ Cedar Hills Blvd.(Beaverton) 21 65 | ADT | 15,000 | - - - - (66) (70) (71) (72) | 10 | Oregon |

| CARD | CHARACTER OF PROPOSED WORK (35 typewriter spaces) | NATL. FOREST | FH ROUTE NO. | SUPV AGCY | DA CLASSIF. | DA AREA | EMERG. YR. | PL. AUTH YR | PROJECT NUMBER PREFIX LETTER(S) | PROJECT NUMBER NUMBER |
|---|---|---|---|---|---|---|---|---|---|---|
| CARD 3 | Channelization & Traf. Signal 28 62 | (63) (65) | (66) (69) | (69) | (70) | (71) | (72) (73) | (74) (75) | 14 23 | IX- 9070 7 |

| CARD | CLASS OF FEDERAL FUNDS | COUNTY NAME |
|---|---|---|
| CARD 4 | Interstate Substitutions General Funded | Washington |
| | NAME OF URBAN AREA 17-31 Portland | ROUTE NO. U / FEDERAL-AID 9070 (32) / STATE City St.* (36) (37) / U.S. - |

| CARD 5 | LINE NO. | CHANGE CODE | PROJECT CODE | WORK CLASS | WORK TYPE | STEP | TERMINI (Full description) | MILES | ESTIMATED PROJECT COST BY PHASES: TOTAL ESTIMATED COST | FEDERAL FUNDS 85% | STATE FUNDS | OTHER FUNDS (County) |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | (14-18) | (16) | 41 | 42 | 43 46 | 53 | | (54) (58) | (59) (66) | (67) (76) | | |
| 5 | | | | | PE | | | | | | | |
| 5 | | | | | ROW | | | | | | | |
| 5 | | | | | CONST (CODE) Topics Y008 Y031 | | "Walker Rd.@ Cedar Hills Blvd.(Beaverton) Section" | 0.0 | 120,000 | 102,000 | - - | 18,000 |
| | | | | | | | PROJECT TOTALS | 0.0 | 120,000 | 102,000 | - - | 18,000 |

(16) (23) (24) (33)

| CARD | CODE | PREPARED BY | PROGRAM APPROVAL DATES |
|---|---|---|---|
| 1 | 1 | JLG | 10-18-78 |
| 1 | 14 | | 10-04-79 |

REMARKS

* Walker Rd.

Additional Data: Item No. IX-9070(1).

3341994

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

FORM PR-1 (REV. 4-61)

4-2-80

# FEDERAL-AID PROGRAM DATA

*(PPM 21-1)*

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

| OJECT LOCATION (45 typewriter spaces) | | PRESENT | FUTURE YEAR | REGION | STATE NAME | STATE CODE | APPN CODE | ITEM NO. |
|---|---|---|---|---|---|---|---|---|
| ity St.,Jct.@ Cedar Hills Blvd.(Beaverton) 65 | **ADT** | 15,000 | - - - - (66) (70) (71) (72) | 10 | Oregon | 41 (2) (3) | 823 (4) (9) (14) | 90148 (15) (18) |

| D WORK (35 typewriter | NATL. FOREST | FH ROUTE NO. | SUPV AGCY | DA CLASSIF. | DA AREA | EMERG. YR. | PL. AUTH YR | PROJECT NUMBER PREFIX LETTER(S) | NUMBER | SEQ. NO. | I Projects Only POST MI. DESIG. |
|---|---|---|---|---|---|---|---|---|---|---|---|
| & Traf. Signal 62 | (63) (65) | (66) (68) | (69) | (70) | (71) | (72) (73) | (74) (75) | 14 23 | IX- 9070 7 | (2) 13 (24) (26) | 27 |

| S | COUNTY NAME | CODE | PROGRAM STAGE |
|---|---|---|---|
| Interstate Substitutions General Funded | Washington | 067 (14 15) | |
| Portland | ROUTE NO. U / FEDERAL-AID 9070 / STATE (32) City St.* (36) / U.S. (37) - - - (41) | | 1 OR 2 |

| WORK TYPE | STEP | TERMINI (Full description) | MILES | TOTAL ESTIMATED COST | FEDERAL FUNDS 85% | STATE FUNDS | OTHER FUNDS (County) | CHARACTER OF PROPOSED WORK (Full description) |
|---|---|---|---|---|---|---|---|---|
| 46 | 53 | | (54) (55) | (59) (66) | (67) (76) | | | |
| E | | | | | | | | Util.Adj. Work as required. |
| OW | | | | | | | | |
| ONST (CODE) pics 08 31 | | "Walker Rd.@ Cedar Hills Blvd.(Beaverton) Section" | 0.0 | 120,000 | 102,000 | - - | 18,000 | ROW-60'Min; Access Control-none; Parking Restrictions-complete |
| JLG | | PROJECT TOTALS | 0.0 | 120,000 | 102,000 | - - | 18,000 | |

PROVAL DATES
10-18-78
10-04-79

(16) (23) (24) (33)

REMARKS

* Walker Rd.

Additional Data: Item No. 90148, Project No. IX-9070(1).

-over-

USCOMM DUSCOMM-DC 48905-P61

Walker Rd. @ Cedar Hills Blvd. (Beaverton) Section
Project No. IX-9070(2)

Project Data: The work consists of channelization to provide left turn lanes, replace traffic signal with a multi-phase installation including fire pre-emption, replacement of interconnect and incidental work common to this type of project. Adjustment of utilities as required.

Data For PR-37:

| | | |
|---|---|---|
| Y008 | Channelization - - - - - | -$ 30,000 |
| Y031 | Traffic Signals- - - - - | -$ 90,000 |
| | | $ 120,000 |

Accommodation of Utilities: A State-City Agreement complying with paragraph 6d(1) of PPM 30-4.1 has been executed.

Maintenance: A State-City Agreement complying with Section 116, Title 23 USC has been executed.

NOTE: 1) This project is in Congressional District NO. 1
2) Included in MSD FY'80 AE/TIP on pg. 143, Line 260.

STATE OF OREGON
Department of Transportation
Metropolitan Branch

INTEROFFICE MEMO
Telephone: 88-2261
Date: April 1, 1980

File No: 334-1[illegible]

To: [illegible]
Assistant State Highway Engineer

From: [illegible]
Metro Contract Services Engineer

Subject: Willamette Industrial Dr.
Location: Tax Lot 1
Project: [illegible]

Attached is a copy of the March 14, 1980 Administrative Adjustment #80-12, adding funds to the subject project. This adjustment brings the total authorized by Metro for this project to $113,000 of which $[illegible] is for ROW and $82,000 is for construction.

METROPOLITAN SERVICE DISTRICT

TIP PROJECT ADJUSTMENT

25-Mar-80

STATEMENT OF TRANSACTION IN FEDERAL DOLLARS

REQUEST DATED 18-MAR-80

TRANSACTION #: 800325 12
PROJECT: PE/RESERVE ACCT-CEDAR HILLS BLVD/WALKER RD INTERSECTION IMPRVMN
FUNDING: MT HOOD CATEGORY V-TSM PROJECTS
SPONSOR: WASHINGTON COUNTY
FILE # : 55365688
RESOLUTION: MSD ADMINISTRATIVE ADJUSTMENT

| | ********PREVIOUS STATUS******** | | | ******NEW STATUS****** | | |
|---|---|---|---|---|---|---|
| | TOTAL OBLIGATION | LESS UNOBLIGATED BALANCE | | THIS TRANSACTION | UNOBLIGATED BALANCE | PROJECT TOTAL |
| PRELIMINARY ENGINEERING | 0 | 0 | 0 | 1,716 | 1,716 | 1,716 |
| CONSTRUCTION | 0 | 0 | 0 | 24,996 | 24,996 | 24,996 |
| TOTAL | 0 | 0 | 0 | 26,712 | 26,712 | 26,712 |

PROJECT: SW GREENBURG RD-HALL TO OAK-CONSTRUCTION
FUNDING: MT HOOD CATEGORY VI-FAU REPLACEMENT PROJECTS
SPONSOR: WASHINGTON COUNTY
FILE # : 56301175

| | | | | | | |
|---|---|---|---|---|---|---|
| CONSTRUCTION | | | | | | |
| TOTAL | 781,217 | 638,350 | 143,467 | -26,712 | 116,755 | 755,105 |
| | 781,217 | 638,350 | 143,467 | -26,712 | 116,755 | 755,105 |

[illegible]

| | | | | | | |
|---|---|---|---|---|---|---|
| 369*12* | [illegible] | [illegible] | [illegible] | | 0 | 26712 |
| 301*32* | [illegible] | 638350 | [illegible] | | 0 | 116755 |

STATE OF OREGON
Department of Transportation
Metropolitan Branch

INTEROFFICE MEMO
Telephone: 238-7502
Date: March 26, 1980

TO: L. E. GEORGE
Traffic Engineer

File No: 334-1994

FROM: TOM SCHWAB
Trans. Analysis Engineer

SUBJECT: Preliminary Plans
Traffic Signal Installation
Walker Rd. @ Cedar Hills Blvd.
Beaverton
Washington County
Prefix: 334-1994

Attached are the preliminary plans for a traffic signal at the subject intersection. These plans have been reviewed and approved both by the City of Beaverton and Washington County.

No comments or suggestions for change have been noted by either agency.

pq

Attachment

NOTED
W.R. ZIRGES

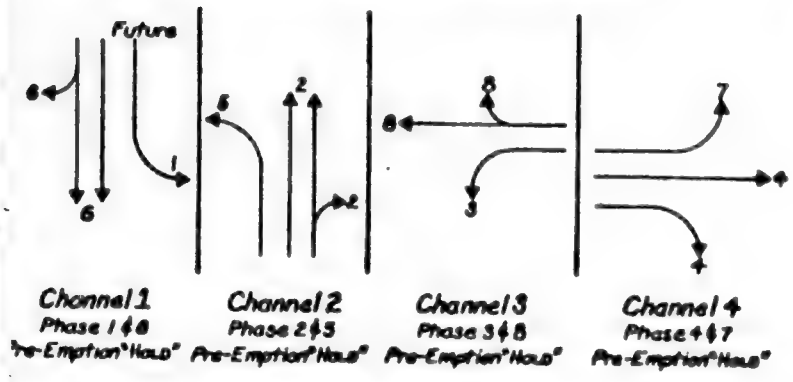
NOTED
L.E. GEORGE

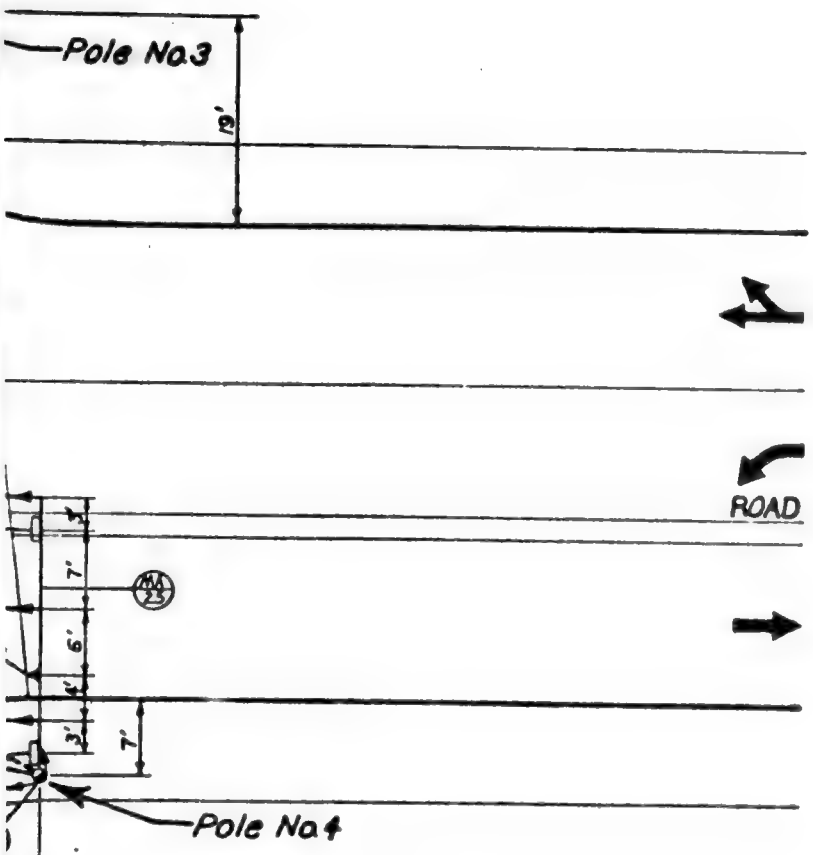
PROJECT MANAGEMENT BRANCH
FILE
REFERRED TO
FOR

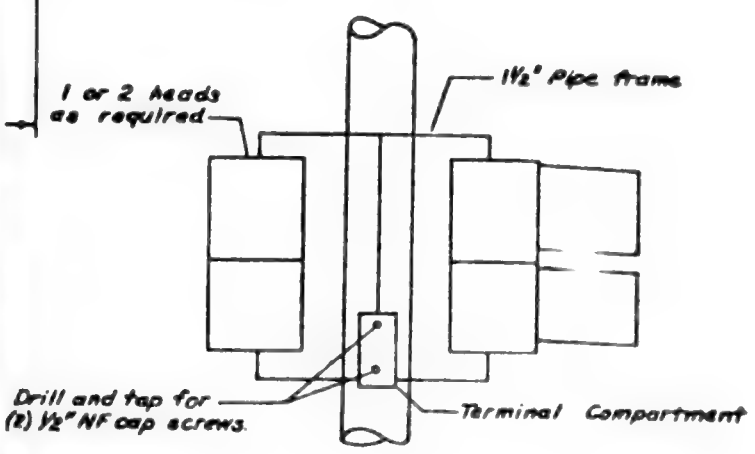
NOTED
DWAYNE HOFSTETTER

RECEIVED
MAR 2 8 1980
TRAFFIC ENGINEERING

## FIRE PRE-EMPTION OPERATION




MODIFIED PEDESTRIAN SIGNAL
SIDE POLE MOUNTING

# SIGNAL PLAN
## S.W. CEDAR HILLS BLVD. AT WALKER RD.

SCALE 0 10 20 40 FEET

City Approval [signature]

Date 3/12

## L E G E N D

| | |
|---|---|
| EX/T | Existing power pole (power source) |
| C | Install eight-phase, fully-actuated controller with cabinet |
| FP | Install four channel fire pre-emption module |
| MS | Install 120 volt meter base |
| 54 | Install service cabinet with one 50 amp SPST breaker |
| EX/S | Existing signal pole - to be removed |
| MP/T | Install type (T) mast arm signal pole |
| MA/L | Install (L) foot signal mast arm |
| TC | Install terminal cabinet |
| S | Install (S) inch electrical conduit |
| CS | Install two-inch electrical conduit stub cap 18-inches below grade |
| N | Install (N) number 14 type THWN wires |
| N/6 | Install (N) number (6) type TW wires |
| N 6 | Install (N) number (6) type THWN wires (interconnect circuits) |
| C | Install one number 6 type THWN wire (signal system common) |
| X N/6 | Install (X) - (N) wire number (6) control cable |
| V/Ph | Install phase (Ph) vehicle signal |
| PV/Ph | Install phase (Ph) programmed vehicle signal |
| P/T | Install type (T) modified pedestrian signal |
| PB/Ph | Install phase (Ph) pedestrian pushbutton with instruction sign |
| OS/2L | Install interior-illuminated "LEFT TURN SIGNAL" sign |
| EP/C | Install one-way fire pre-emption detector channel (C) |
| EC/N | Install (N) fire pre-emption feeder cables |
| OS/1R | Install post mounted R3-7 ("RIGHT LANE MUST TURN RIGHT") sign |
| OS/GA | Install interior-illuminated right arrow "ONLY" sign |
| 60 | Install metal pole barrier |

| | | | |
|---|---|---|---|
| Ph | Phase shown | N | Number shown |
| # | AWG wire size | X | Number of cables |
| T | Type shown | S | Size shown |
| C | Channel shown | A | Standard Plumbizer |
| E | Elevator Plumbizer | 423 | 12" R, 8" Y, 8" G |
| 456 | 12" R, 12" Y, 12" GLTA | | |

# PRELIMINARY COPY

SUBJECT TO CHANGE FEB 15 1980

APPROVED
TRAFFIC ENGINEER [signature]
DATE 2/15/80

OREGON STATE HIGHWAY DIVISION
TRAFFIC ENGINEERING SECTION

TRAFFIC SIGNAL INSTALLATION
WALKER RD. AT CEDAR HILLS BLVD. (BEAVERTON) SEC.
FAU 9070 (CITY ST.)
WASHINGTON COUNTY

DESIGNED BY [signature]
CHECKED BY [signature]
DATE
TE DWG NO.

# SIGNAL PLAN
## S.W. CEDAR HILLS BLVD. AT WALKER RD.

SCALE 0 10 20 40 FEET

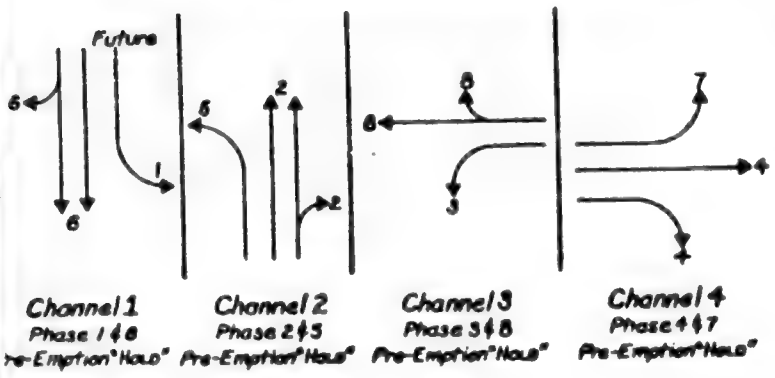
Robert A. Hull TRAFFIC ENGINEER

COUNTY APPROVAL

MARCH 31 1980

DATE

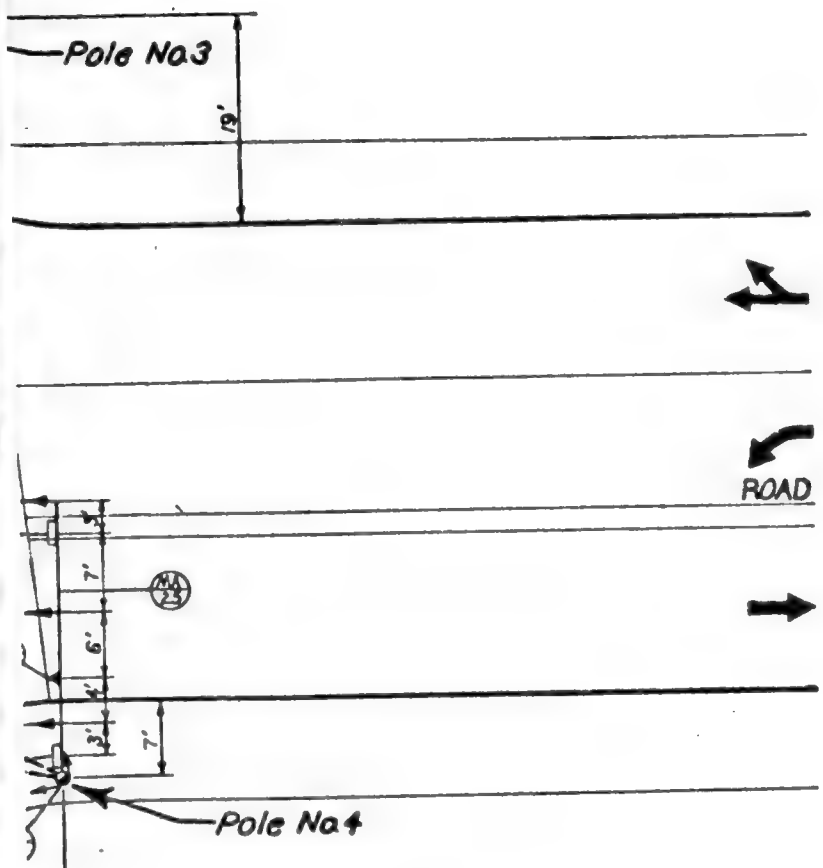
## FIRE PRE-EMPTION OPERATION

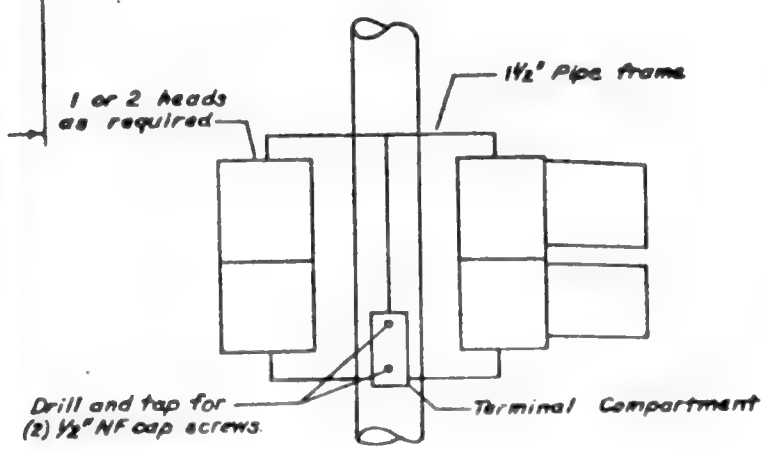


## LEGEND

| | |
|---|---|
| EX 1 | Existing power pole (power source) |
| C | Install eight-phase, fully-actuated controller with cabinet |
| FP | Install four channel fire pre-emption module |
| MS | Install 120 volt meter base |
| 54 | Install service cabinet with one 50 amp SPST breaker |
| EX 9 | Existing signal pole - to be removed |
| MP T | Install type (T) mast arm signal pole |
| MA L | Install (L) foot signal mast arm |
| TC | Install terminal cabinet |
| S | Install (S) inch electrical conduit |
| CS | Install two-inch electrical conduit stub cap 18-inches below grade |
| N | Install (N) number 14 type THWN wires |
| N G | Install (N) number (G) type TW wires |
| N G | Install (N) number (G) type THWN wires (interconnect circuits) |
| C | Install one number 6 type THWN wire (signal system common) |
| X N G | Install (X) - (N) wire number (G) control cable |
| V Ph | Install phase (Ph) vehicle signal |
| PV Ph | Install phase (Ph) programmed vehicle signal |
| P T | Install type (T) modified pedestrian signal |
| PB Ph | Install phase (Ph) pedestrian pushbutton with instruction sign |
| OS 2L | Install interior-illuminated "LEFT TURN SIGNAL" sign |
| EP C | Install one-way fire pre-emption detector channel (C) |
| FC N | Install (N) fire pre-emption feeder cables |
| OS 7R | Install post mounted R3-7 ("RIGHT LANE MUST TURN RIGHT") sign |
| OS 5R | Install interior-illuminated right arrow "ONLY" sign |
| 60 | Install metal pole barrier |

| | | | |
|---|---|---|---|
| Ph | Phase shown | N | Number shown |
| G | AWG wire size | X | Number of cables |
| T | Type shown | S | Size shown |
| C | Channel shown | A | Standard Plumbizer |
| E | Elevator Plumbizer | 423 | 12" R, 8" Y, 8" G |
| 456 | 12" R, 12" Y, 12" GLTA | | |




MODIFIED PEDESTRIAN SIGNAL
SIDE POLE MOUNTING

# PRELIMINARY COPY

SUBJECT TO CHANGE

FEB 15 1980

APPROVED

TRAFFIC ENGINEER

2/15/80

DATE

OREGON STATE HIGHWAY DIVISION
TRAFFIC ENGINEERING SECTION

TRAFFIC SIGNAL INSTALLATION
WALKER RD. AT CEDAR HILLS BLVD. (BEAVERTON) SEC.
FAU 9070 (CITY ST.)
WASHINGTON COUNTY

DESIGNED BY HM

CHECKED BY

DATE

T.E. DWG NO.

9070 2-1-80

Walker Road @ Cedar Hill Blvd.

| | |
|---|---|
| Mobilization & Roadwork | 37,531 |
| Signal Cost (5ph. Signal, Less Opticom) | 66,499 |
| Anticipated items | 1,700 |
| 4½% Contingencies | 4,757.81 |
| 9% Engineering | 4,515.61 |
| Total F.A. Project → | 120,003.42 |

100% [illegible]

| | |
|---|---|
| [illegible] 5ph & 3ph | 2,800 |
| [illegible] | 7,033 |
| [illegible] | 800 |
| [illegible] | 10,633 |
| 4½% Contingencies | 478.49 |
| 1% [illegible] | 156.17 |
| Total 100% [illegible] → | $11,267.46 |

[illegible]

Approved By
MSD 3-31-80
Says Mark K

Section Walker Rd. at Cedar Hills Blvd (Beaverton) Sec. Programming Estimate $ _____

Highway FAU 9070 (City St.) Project Length 0.13

County Washington Completion Time 200 calendar days

Kind of Work Grading, Paving and Signals Est. Comp. Date 11-13-80

Prefix 334-1994 E Letting Date March 27, 80 Project No. _____

## ESTIMATED CONSTRUCTION AUTHORIZATION

Estimated Contract Amount . . . . . $ ~~123,731~~ 108,031 00

Anticipated Additional Items:

| | | |
|---|---|---|
| Royalty Payment | | |
| Permit Fees | | |
| Slide Correction | | |
| Railroad Protective Costs | | |
| Other Railroad Costs | | |
| Permanent Signing | | |
| Permanent Pavement Striping ✓ | 300 | |
| Temporary Pavement Striping | | |
| Remove Pavement Striping (Exist. & Temp.) | | |
| Temporary Erosion Control | | |
| State Furnished _____ | | |
| Roadside Seeding & Mulching | | $ 2500 — |
| Asphalt Cement Adjustment | | |
| On the Job Trainees | | |
| State Responsibility for Damages | | |
| Signal Controller Testing (Engineering) ✓ | 1200 | |
| Bikeway Signs | | |
| Furnish Mailbox Posts | | |
| Adjust Utilities: | | |
| opticom Testing | 800 | |
| | | |
| | | |
| | | |
| | | |

Subtotal $ ~~126,031~~ ~~$1,110,331~~ 20

Contingencies (4-1/2%) . . . . . 4,973 90 ~~5,680 40~~

Engineering (8, (9), 10%) . . . . . 9,947 79 ~~11,357 79~~

Subtotal $ ~~143,272 19~~ 125,452 69

Credit for _____ . . . . . _____

Estimated Net Authorization, Construction . . . . . $ ~~143,272 19~~

APPROVED

cc: Max Klotz

Rec'd 1-29-80

1/29/80 $ 125,452 69

###

_____

Road Design Engineer

OREGON STATE HIGHWAY DIVISION
SUMMARY--BID SCHEDULE--COST ESTIMATE

Sheet 1 of 1
Date 12-20-79

Section Walker Rd. At Cedar Hills Blvd. (Beaverton) Sec. County Washington

Kind Of Work Grading, Paving + Signals Length 0.13 mile Name Bill Bergstedt

1-23-80

| No | Item | Code | Unit | Quant. | Unit Cost | Total |
|---|---|---|---|---|---|---|
| | Mobilization | | All | All | (8%) | ~~8,000~~ ~~9,200~~ |
| | Temporary Protection and Direction of Traffic | | All | All | — | 2,500 - |
| | Temporary Signs | | Sq. Ft. | 202 | 6 - | 1,212 - |
| | Temporary Barricades | | Each | 6 | 115 - | 690 - |
| | Temporary Plastic Safety Markers | | Each | 10 | 80 | 800 - |
| | Flagmen | | Hour | 120 | 23 00 | 2,760 - |
| | | | | | | |
| | Roadwork | | | | | |
| | Removal of Structures and Obstructions | | All | All | — | 1,000 00 |
| | General Excavation | | Cu. Yd. | 270 | 15 00 | 4,050 00 |
| | Aggregate Base | | Ton | 350 | 14 00 | 4,900 00 |
| | Class "B" Asphalt Concrete | | Ton | 105 | 45 00 | 4,725 - |
| | Concrete Walks | | Sq. Yd. | 30 | 25 00 | 750 00 |
| | Sidewalk Ramps | | Each | 2 | 300 00 | 600 00 |
| | Concrete Curbs | | Lin. Ft. | 42 | 7 00 | 294 00 |
| | Extra for Asphalt Approaches | | Each | 2 | 200 00 | 400 00 |
| | Extra for Asphalt Walks | | Sq. Yd. | 280 | 8 00 | 2240 00 |
| | Extra for Asphalt Curbs | | Lin. Ft. | 522 | 5 00 | 2,610 00 |
| | | | | | | |
| | Traffic Signals | | | | | 6,500 |
| | Traffic Signal Installation, Complete | | All | All | — | ~~25,000~~ ~~8,500~~ |
| | | | | | | |
| | | | | | | |
| | | | | | | |

12

OREGON STATE HIGHWAY DIVISION
Traffic Engineering Section

PROJECT COST SUMMARY
Date -1-28-80

Project: Walker Rd - Ceder Hills Blvd
Highway: FAU 9070 (City St.)
County : Washington
Prefix : 334-1994

Scheduled for Letting: March 27, 1980
Type of Project : FAI-X
Completion Time : 200 Calendar Days

BID SCHEDULE

| Item No. | Item | Quantity and Unit | Unit Price | Amount |
|---|---|---|---|---|
| 1. | Temporary Protection and Direction of Traffic for _____ | All Specified Lump Sum | | $_____ |
| 2. | Temporary Signs for _____ _____ | _____ sq. ft. | $_____ | $_____ |
| 3. | Flagmen for _____ _____ | _____ hr. | $_____ | $_____ |
| 4. | Traffic Signal Installation, Complete for _____ _____ | All Specified Lump Sum | | $ 76332 |
| | | Estimated Contract Cost | | $ 76332 |

ANTICIPATED ADDITIONAL ITEMS

| | | |
|---|---|---|
| Striping | $ | |
| Signing | $ | |
| Controller Testing | $ 1200 | |
| Opticom Testing | $ 800 | $ 2000 |
| | Engineering and Contingencies | $ 11356 |
| | ESTIMATED PROJECT COST | $ 89688 |

COMMENTS: Opticom Cost - 8968

Project Cost Less Opticom $80,746

TRAFFIC SIGNAL INSTALLAT ] Sht 1 of 2

Walker Rd at Cedar Hills Blvd DATE 1-28-

Est. By GMC

| Item Description | Qty | Unit | Material | | Labor | |
|---|---|---|---|---|---|---|
| | | | Unit Cost | Total | Unit Cost | T |
| 8 Phase Controller-Actuated with | | | | | | |
| Cabinet, Amplifiers & Timers | 1 | ₴ | 10,000 | 10,000 | 420 | |
| Mast Arm Pole Type 1 | 2 | | 1960 | 3920 | 147 | 2 |
| Mast Arm Pole Type 2 | 2 | | 2650 | 5300 | 147 | 2 |
| Pole Foundations | 4 | | 265 | 1060 | 706 | 2 |
| Vehicle Signal 12-8-8 | 9 | | 310 | 2790 | 115 | 1 |
| Programmed Vehicle Signal | 3 | | 980 | 2940 | 115 | 3 |
| Ped Pushbutton w/sign | 8 | | ~~140~~ 40 | 320 | 57 | 4 |
| Pedestrian Signals | 8 | | 295 | 2360 | 88 | 7 |
| Interior Illuminated Signs | 4 | | 215 | 860 | 80 | 3 |
| Terminal Cabinet | 4 | | 88 | 352 | 147 | 5 |
| Meter Base & Service Cabinet | 1 | | 170 | 170 | 265 | 2 |
| Loop Detectors | 26 | | 17 | 442 | 50 | 13 |
| Loop Feeder Cable | 2500 | | .95 | 2375 | 1.90 | 4 |
| THWN Wire #14 | 8300 | | .05 | ~~415~~ 246 | .12 | 9 |
| #6 | 600 | | .24 | 144 | .24 | 1 |
| #12 | 600 | | .06 | 96 | .17 | 1 |
| 2" Conduit | 300 | | 2.10 | 630 | 2.95 | 8 |
| 1" Conduit | 200 | | .98 | 196 | 1.45 | 2 |
| A.C. Trenching | 250 | | ~~88~~ | — | 6.10 | 15 |
| Post Mounted Sign | 1 | | 88 | 88 | 60 | 6 |
| 3/8" Galv Messenger Cable | 1000 | | .35 | 350 | .88 | 8 |
| Control Cable - 10 Cond #14 | 1000 | | .63 | 630 | .53 | 5 |
| Remove Exist Signal | | | | | 2500 | 2 |

TRAFFIC SIGNAL INSTALLATION

Sht 2 of 2

Walker Rd @ Ceder Hills

DATE 1-28-80

Est. By GMC

| Item Description | Qty | Unit | Material | | Labor | |
|---|---|---|---|---|---|---|
| | | | Unit Cost | Total | Unit Cost | Tot |
| 4 Channel Opticom | | | 5640 | 5640 | 420 | 4 |
| | | | | | | |
| Total | | | | 41028 | | 21 |
| | | | | | | |
| Matl 41028 | | | | | | |
| Labor 21936 | | | | | | |
| Profit 10548 | | | | | | |
| Misc 2760 | | | | | | |
| 76332 | | | | | | |

Opticom Cost

| | |
|---|---|
| Matl | 5640 |
| Labor | 420 |
| Profit | 930 |
| Misc | 43 |
| Test | 800 |
| Engrs' Cont. | 1135 |
| | 8968 |

OREGON STATE HIGHWAY DIVISION
Traffic Engineering Section

PROJECT COST SUMMARY
Date -1-28-80

Project: Walker Rd - Ceder Hills Blvd

Highway: FAU 9070 (City St.) Scheduled for Letting: March 27, 1980

County : Washington Type of Project : FAI-X

Prefix : 334-1994 Completion Time : 200 Calendar Days

BID SCHEDULE

| Item No. | Item | Quantity and Unit | Unit Price | Amount |
|---|---|---|---|---|
| 1. | Temporary Protection and Direction of Traffic for _____ | All Specified Lump Sum | | $_____ |
| 2. | Temporary Signs for ____ _____ | ____ sq. ft. | $_____ | $_____ |
| 3. | Flagmen for _____ _____ | ____ hr. | $_____ | $_____ |
| 4. | Traffic Signal Installation, Complete for ____ _____ | All Specified Lump Sum | | $ 76332 |
| | | Estimated Contract Cost | | $ 76332 |

ANTICIPATED ADDITIONAL ITEMS

| | | |
|---|---|---|
| Striping | $ | |
| Signing | $ | |
| Controller Testing | $ 1200 | |
| Opticom Testing | $ 800 | $ 2000 |
| | Engineering and Contingencies | $ 11356 |
| | ESTIMATED PROJECT COST | $ 89688 |

COMMENTS: Opticom Cost - 8968

Project Cost Less Opticom $80,746

Section Walker Rd. at Co. Hill's Blvd. (Beaverton) Eng. Program Engineering Estimate $ _____

Highway FAU 9070 (Cedar St.) Project Length 0.13

County Washington Completion Time 200 calendar days

Kind of Work Grading, Paving and Signals Est. Comp. Date 11-13-80

Prefix 334-199 E Letting Date March 27, 80 Project No. _____

## ESTIMATED CONSTRUCTION AUTHORIZATION

| | | |
|---|---|---|
| Estimated Contract Amount | | $ 123,731 — |
| Anticipated Additional Items: | | |
| Royalty Payment | | |
| Permit Fees | | |
| Slide Correction | | |
| Railroad Protective Costs | | |
| Other Railroad Costs | | |
| Permanent Signing | ✓ | |
| Permanent Pavement Striping | 500 | |
| Temporary Pavement Striping | | |
| Remove Pavement Striping (Exist. & Temp.) | | |
| Temporary Erosion Control | | |
| State Furnished _____ | | $ 2,500 — |
| Roadside Seeding & Mulching | | |
| Asphalt Cement Adjustment | | |
| On the Job Trainees | | |
| State Responsibility for Damages | ✓ | |
| Signal Controller Testing (Engineering) | ✓ 1200 | |
| Bikeway Signs | | |
| Furnish Mailbox Posts | | |
| Adjust Utilities: | | |
| opticom Testing | 800 | |
| | | |
| | | |
| | | |
| | | |
| Subtotal | | $ 126,231 — |
| Contingencies (4-1/2%) | | 5,680 40 |
| Engineering (8, (9,) 10%) | | 11,360 79 |
| Subtotal | | $ 143,272 19 |
| Credit for _____ | | |
| Estimated Net Authorization, Construction | | $ 143,272 19 |

APPROVED

cc: Max Klotz

REC'D 1-25-80 Z

_____
Road Design Engineer

OREGON STATE HIGHWAY DIVISION
SUMMARY--BID SCHEDULE--COST ESTIMATE

Sheet 1 of 1
Date 12-20-79

Section Walker Rd. At Cedar Hills Blvd. (Beaverton) Sec. County Washington
Kind Of Work Grading, Paving + Signals Length 0.13 mile Name Bill Bergstedt

1-23-80

| No | Item | Code | Unit | Quant. | Unit Cost | Total |
|---|---|---|---|---|---|---|
| | Mobilization | | All | All | (8%) | 9,200 - |
| | Temporary Protection and Direction of Traffic | | All | All | — | 2,500 - |
| | Temporary Signs | | Sq. Ft. | 202 | 6 — | 1,212 - |
| | Temporary Barricades | | Each | 6 | 115 — | 690 - |
| | Temporary Plastic Safety Markers | | Each | 10 | 80 | 800 - |
| | Flagmen | | Hour | 120 | 23 00 | 2,760 - |
| | | | | | | |
| | Roadwork | | | | | |
| | Removal of Structures and Obstructions | | All | All | — | 1,000 - |
| | General Excavation | | Cu. Yd. | 270 | 15 00 | 4,050 - |
| | Aggregate Base | | Ton | 350 | 14 00 | 4,900 - |
| | Class "B" Asphalt Concrete | | Ton | 105 | 45 00 | 4,725 - |
| | Concrete Walks | | Sq. Yd. | 30 | 25 00 | 750 - |
| | Sidewalk Ramps | | Each | 2 | 300 00 | 600 - |
| | Concrete Curbs | | Lin. Ft. | 42 | 7 00 | 294 00 |
| | Extra for Asphalt Approaches | | Each | 2 | 200 00 | 400 00 |
| | Extra for Asphalt Walks | | Sq. Yd. | 280 | 8 00 | 2240 - |
| | Extra for Asphalt Curbs | | Lin. Ft. | 522 | 5 00 | 2,610 - |
| | | | | | | |
| | Traffic Signals | | | | | |
| | Traffic Signal Installation, Complete | | All | All | — | ~~85,000~~ ~~87,240~~ |
| | | | | | | |
| | | | | | | |
| | | | | | | |

~~Draft~~ Revised

# ENVIRONMENTAL REVIEW CHECKLIST

ALL CLEAR 2/26/80
Harold L Rost

June 26, 1980
~~Mar. 27, 1980~~ Bid Letting _____ All Clear Deadline

SECTION Walker Rd. @ Cedar Hills Blvd. (Beaverton)
Highway _____
County Washington Region 1
Type of Work Signal & Road Funds FAI-X
State ___ Consultant ___ Plans Avail. ___Yes ___No

| | Not Required | Required | Mitigation Required | Mitigation/Plans | ALL CLEAR |
|---|---|---|---|---|---|
| DOCUMENTS: | | | | | |
| EIS | X | | | | |
| Negative Declaration | X | | | | |
| Project Assessment | | X | | | X |
| Write-off Letter | X | | | | |
| PERMITS: | | | | | |
| Division of State Lands | X | | | | |
| D.O.G.M.I. | X | | | | |
| Corps of Engineers | X | | | | |
| Coast Guard | X | | | | |
| Co. Conditional Use | X | | | | |
| NPS Air Pollution | X | | | | |
| NPS Water Pollution | X | | | | |
| CULTURAL: | | | | | |
| Cultural Survey | X | | | | X |
| Cultural Salvage | X | | | | |
| NOISE: | | | | | |
| Noise Study | X | | | | X |

FORM 81-734-3030

# OREGON STATE HIGHWAY DIVISION

FILE:

INTER-OFFICE CORRESPONDENCE

January 23, 1980

Salem, OR. 97310

FROM: Anthony J. George, Eng. Coordinator
Environmental Section

SUBJECT: Noise Study Reports for Plans and Specifications Preparation

TO: J. H. Versteeg
Engineering Section

Attached are completed noise study reports. These are being forwarded so that pertinent noise data may be incorporated in the preparation of project plans and specifications.

This submittal is not our noise clearance memo.

AJG:lb

Attachments: Noise Study Reports:

1. Walker Road at Ceder Hills Blvd
   Beaverton, Washington County

2. North Tigard Interchange-South Tigard Interchange
   Pacific Highway (I-5) Clackamas, Multnomah, and Washington Counties.

3. Oatfield Road at Lake Road, Milwaukie, Clackamas County.

copy
copy
1

OREGON DEPARTMENT OF TRANSPORTATION

# NOISE STUDY REPORT

Project Walker Road @ Cedar Hills Blvd. Preparer Doug Iverson

Highway _____ Date December 19, 1979

County Washington City Beaverton

**Project Description:** The purpose of the project is to provide left turn refuges on the east and west approach legs of Walker Road and improve signalization with left-turn phases for these approaches. A 5-phase signal will replace the existing 2-phase signal.

**Existing Land Use Activities:** Land use is commercial on all four quadrants of the intersection. Service stations occupy the northeast and northwest corners. A parking lot for a Thriftway store is on the southwest corner. On the southeast corner is a tire store.

**Traffic Noise Impacts:** The Federal Highway Administration's design noise level for commercial development is an $L_{eq}$ 72 dBA. None of the predicted noise levels exceed this level. Therefore, no noise impacts are predicted.

**Traffic Noise Mitigation:** Since no impacts are predicted, no mitigation is required.

**Construction Noise - Impacts and Mitigation:** The use of construction equipment will create temporary high noise levels. To minimize the noise impacts the following restrictions will be written into the contract:

No construction operations will be performed within 1,000 feet of any occupied dwelling unit on Sundays, legal holidays and between the hours of 10 p.m. and 6 a.m. on other days, without the approval of the resident engineer.

Local Coordination:

A copy of this report will be sent to: City of Beaverton and
Washington County

Traffic Data:

| Cedar Hills Blvd. North of Walker Rd. | No-Build | | Build | |
|---|---|---|---|---|
| | 1979 (year) | 1995 (year) | 1979 (year) | 1995 (year) |
| **Design Hourly Volume** | | | | |
| Autos (veh./hr.) | 1660 | 2175 | 1660 | 2175 |
| Speed (miles per hr.) | 35 | 25 | 35 | 30 |
| **Peak Truck Hour** | | | | |
| M. Trucks | 32 | 42 | 32 | 42 |
| H. Trucks | 12 | 16 | 12 | 16 |
| Speed | 30 | 20 | 30 | 25 |

| Cedar Hills Blvd. South of Walker Rd. | No-Build | | Build | |
|---|---|---|---|---|
| | 1979 (year) | 1995 (year) | 1979 (year) | 1995 (year) |
| **Design Hourly Volume** | | | | |
| Autos | 2150 | 2820 | 2150 | 2820 |
| Speed | 35 | 25 | 35 | 30 |
| **Peak Truck Hour** | | | | |
| M. Trucks | 34 | 45 | 34 | 45 |
| H. Trucks | 15 | 20 | 15 | 20 |
| Speed | 30 | 20 | 30 | 25 |

| Walker Rd. East of Cedar Hills Blvd. | No-Build | | Build | |
|---|---|---|---|---|
| | 1979 (year) | 1995 (year) | 1979 (year) | 1995 (year) |
| **Design Hourly Volume** | | | | |
| Autos | 1490 | 1950 | 1490 | 1950 |
| Speed | 25 | 20 | 25 | 25 |
| **Peak Truck Hour** | | | | |
| M. Trucks | 30 | 39 | 30 | 39 |
| H. Trucks | 7 | 9 | 7 | 9 |
| Speed | 20 | 15 | 20 | 20 |

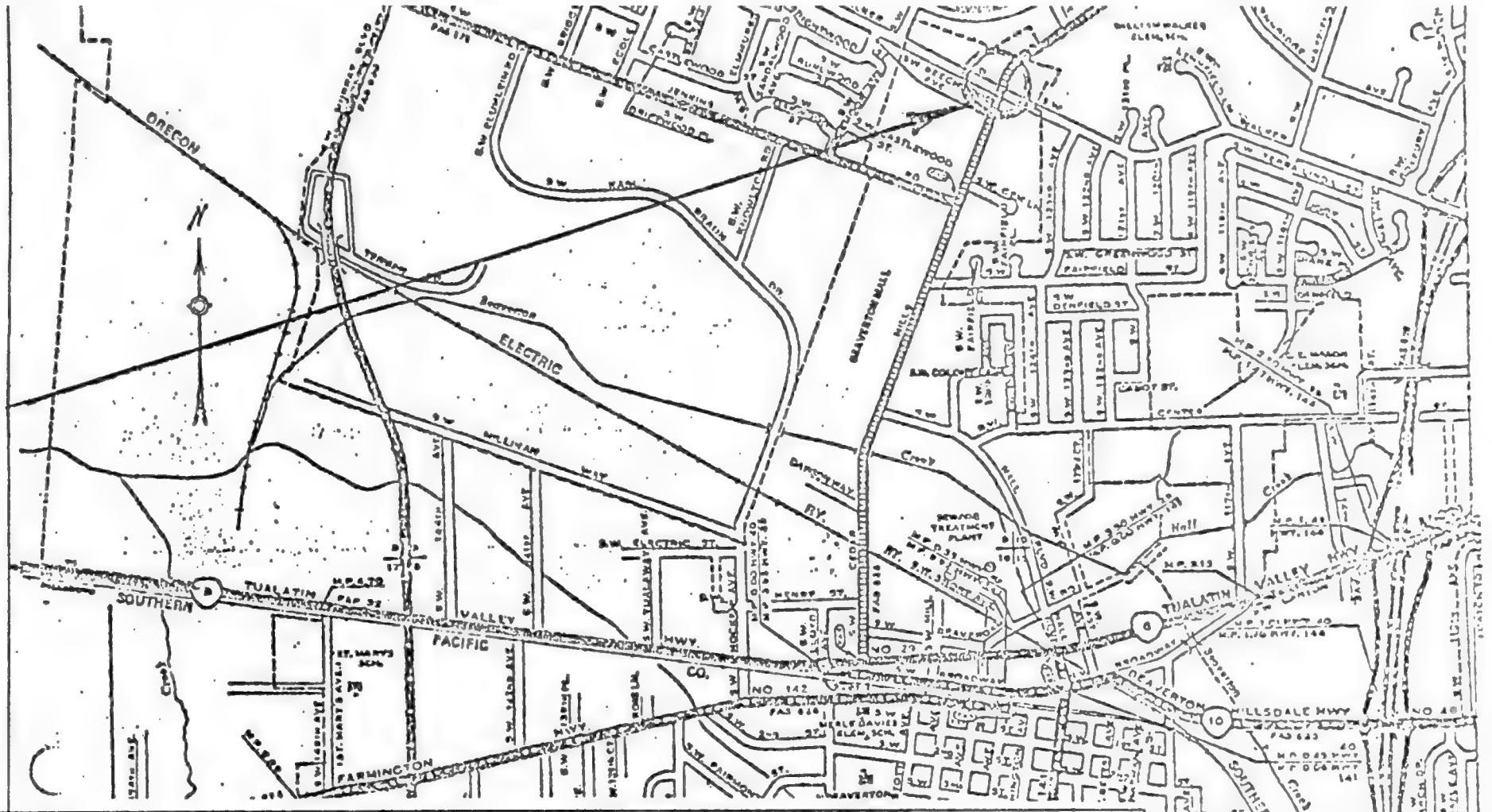
| Walker Rd. West of Cedar Hills Blvd. | No-Build | | Build | |
|---|---|---|---|---|
| | 1979 (year) | 1995 (year) | 1979 (year) | 1995 (year) |
| **Design Hourly Volume** | | | | |
| Autos | 1260 | 1650 | 1260 | 1650 |
| Speed | 25 | 20 | 25 | 20 |
| **Peak Truck Hour** | | | | |
| M. Trucks | 28 | 37 | 28 | 37 |
| H. Trucks | 6 | 8 | 6 | 8 |
| Speed | 20 | 15 | 20 | 20 |

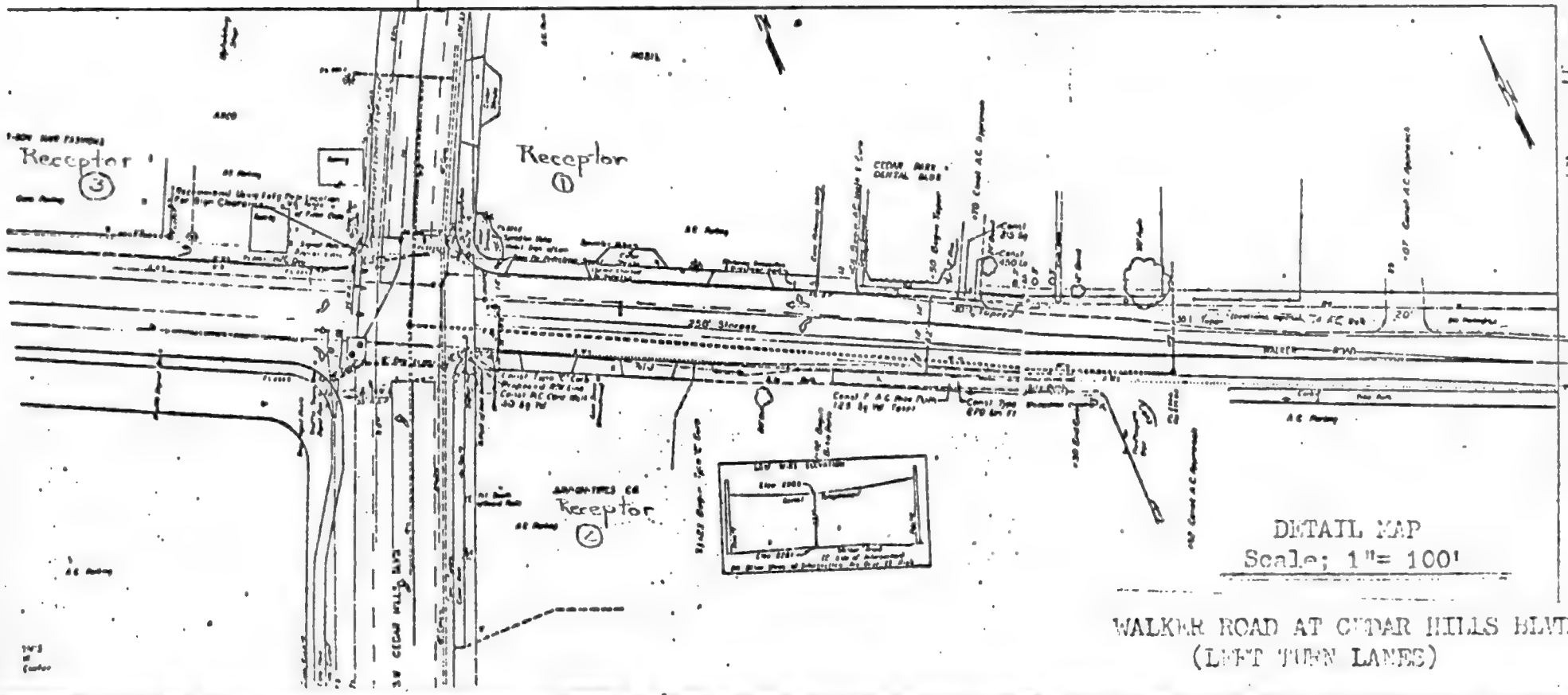
PREDICTED NOISE LEVELS (dBA) ($L_{eq}$)

Walker Rd. @ Cedar Hills Blvd.

| Receptor | Alternative | | |
|---|---|---|---|
| | Existing 1979 | Build 1995 | No-Build 1995 |
| Mobil Gas Station | 65<br>62 | 65<br>63 | 63<br>61 |
| Total | 67 | 67 | 65 |
| Tire Store | 65<br>62 | 65<br>63 | 63<br>61 |
| Total | 67 | 67 | 65 |
| Mar-Don Fashions | 65<br>62 | 65<br>60 | 63<br>60 |
| Total | 67 | 66 | 65 |

PROJECT LOCATION




DETAIL MAP
Scale: 1"= 100'

WALKER ROAD AT CEDAR HILLS BLVD.
(LEFT TURN LANES)

BEAVERTON
WASHINGTON COUNTY, OREGON

STATE OF OREGON

INTEROFFICE MEMO

METRO TECHNICAL SERVICES — DEPT.

238-8230 — TELEPHONE

TO: FRANK TERPIN
Location Engineer

DATE: September 24, 1979

FROM: K.D. LIMBOCKER
Metro Design Engineer

SUBJECT: Cedar Hills Blvd. @ Walker Rd.
Cedar Hills Blvd.
City of Beaverton
Washington County
Prefix 334-1994

IX-9070(1)

The following location survey data on the subject project are being submitted:

1 Folder Estimate Data
1 Folder Project Photographs
1 Book Field Notes
2 Rolls Detail Map, Sheets 1 and 2
1 Roll Cross-sections and Profile

The estimate of $72,500 to construct this job is within the funds allotted in the TIP Staff Report No. 45.

Funding for a five-phase traffic signal is authorized for this project. However, by the letter of August 16, 1979 (included in estimate data folder), the City of Beaverton and Washington County officials have requested an eight-phase controller to be included in this project and the difference in the cost be picked up as a shared cost between the City of Beaverton and Washington County.

In restriping Cedar Hills Blvd., the southbound lanes should be held as close to the curb as possible to eliminate the current problem of the inside lane for the southbound traffic being directed toward the left turn lane for south to west traffic.

js

RECEIVED
OCT 1979
LOCATION
SECTION

CEDAR HILLS BLVD. AT WALKER ROAD
CEDAR HILLS BLVD., FAU 9070
WASHINGTON COUNTY, PREFIX 334-1994
E.C. PURDY, RES. LOC. ENGR.
June 29, 1979

## LOCATION

This project is located in the city of Beaverton at the intersection of Cedar Hills Boulevard and Walker Road, one mile east of Highway 217. Roadway improvements will be on Walker Rd. only and will extend 600 feet easterly from the intersection.

## PROJECT PURPOSE AND DESCRIPTION

Construction of this project is intended to improve the capacity of the intersection, reduce the number of accidents, and reduce signal delay times and queuing.

These goals are to be achieved by providing a wider and longer left turn lane on the east approach leg of Walker Rd., and by replacing the existing two-phase traffic signal with a five-phase signal. Curbs are to be constructed for delineation and drainage. This office recommends that the southeast curb radius be increased from 15 feet to 25 feet for better truck turns at this corner.

The west approach of Walker Rd. has just recently been improved by a City-of-Beaverton-inspected project in conjunction with the construction of a new shopping center southwest of the intersection. This project involved widening the roadway to include straight through, left turn, and right turn lanes.

This is a category 3 non-major project with e(4) funding.

## HISTORY

Preliminary activity began in mid-May by obtaining a mapping of the intersection and conferring with Washington County engineers to discuss the concept of the project.

Field work began on May 18, 1979 and, due to low 901 funding, an office person was sent to the field to draft the topographic features onto a rough sheet as the field crew tied the items using E.D.M. equipment. The field activity took two days. No existing R/W or property lines were investigated.

When the base map was completed, a copy was sent to Washington County for their input. After performing a traffic study, the County determined that at least 200 feet, and preferably 250 feet, were needed as storage for the left turn lane. However, the map did not extend far enough east to show all of the taper made necessary by this left turn lane extension.

Therefore, on June 12, the survey crew spent half a day extending their line and gathering data 300 feet farther east. This also made necessary adding a second sheet to the detail map.

After completion of Part 2, a copy of the detail map with the proposed changes, and a copy of Washington County's traffic study, were submitted to the Metro Traffic Engineer for his review and comment. He was asked for an estimate of cost for the proposed five-phase signal. He approved the proposed construction as submitted.

In a meeting on June 26, the Resident Engineer informed Washington County's Project Development Engineer of the existence of two main problems on the job. The first is a drainage problem. On the north side of Walker Road, east of station 23 + 00 ±, the water runs into a ditch with no outlet and forms a standing pool (puddle). It was determined that no action would be taken at this time, since the east end of the project finishes about where the ditch and problems begin.

On the south side of Walker Road, in the same area, the runoff from the road drains through Thriftway's parking lot.

The second problem pertains to safety. It concerns a sharp break just beyond the south edge of the eastbound travel lane on Walker Road between stations 24 + 10 and 25 + 90. It was decided that this problem could be alleviated somewhat by filling in with asphalt the area between the sharp break and the gutter of the curb which delineates the bicycle path from the roadway.

DESIGN AND STANDARDS

The roadway design is based on the Project Request and the Project Assessment. Since the west leg of Walker Road has just recently been improved, no further work on that portion is necessary except for installation of the new signal. Washington County design standards are to be employed.

The length of the planned improvement is 600 feet. The existing curb-to-curb width at the intersection (42 feet) will be extended 62 feet easterly to allow 250 feet of storage for the left turn lane. (This will be striped for a 14-ft left turn lane and two 12-ft travel lanes with a 2-ft shy distance to the curbs.) A 30:1 taper on the north side of the road will then bring it back to the existing width of 28 feet ± at station 26 + 00.

On the south side of the improvement the design calls for extending the type "C" curb from the end of the existing 9-ft concrete sidewalk to the Thriftway store's driveway. This will require replacement of a portion of the seven foot A.C. bicycle path in the area. On the north side, a 4-ft A.C. walk and A.C. curb will be constructed. This will begin at the east edge of pavement of the driveway to the Cedar Park Dental Building which borders the end of the existing 8-ft concrete walk. From there, the A.C. walk and curb will continue to the end of the job.

The curb radius in the southeast quadrant of the intersection should be increased from 15 feet to 25 feet, requiring the existing sidewalk to be moved back also.

The posted speed for this area is 35 mph.

A five-phase traffic light with a left-turn phase for both legs of Walker Road will replace the existing two-phase light.

SURFACING DESIGN

A surfacing design of the following thicknesses has been devised by the Salem surfacing design unit: 4 inches of asphaltic concrete and 17 inches of aggregate base where more roadway width is called for, and a 4-inch A.C. overlay on the existing roadway. There will be 1.5 inches of A.C. for the final stage (future).

The A.C. walk and bicycle path will each get 2 inches of Class "B" A.C. and 4 inches of crushed base.

PROJECT CONSTRUCTION

The following items comprise this project:

Clearing and Grubbing is very light, including removal of grasses along the roadway and trimming back an apple tree whose branches extend onto the R/W and reduce sight distance.

General excavation involves widening the existing roadbed to accomodate the proposed added length to the left-turn lane and providing subgrade base in the A.C. walk and bicycle path.

A concrete walk will have to be built to replace the one that will be obliterated when the curb radius in the southeast quadrant of the intersection is lengthened. It will connect the existing 6-ft walk on the west side of Cedar Hills Blvd. with the 9-ft walk on the south side of Walker Road.

A type "C" concrete curb will be constructed on the south side of Walker Road between stations 21 + 24 and 23 + 30 to channel the drainage and delineate the edge of the roadway. A more temporary A.C. curb will be used for the same purposes on the north side of the road between stations 22 + 08 and 26 + 00. (Future widening in this area is under consideration by the County.)

A 4-ft asphaltic concrete walk will be constructed on the north side, linking the existing concrete walk with the Tualatin Hills Recreation District Park.

R/W & UTILITIES

As per agreement, the County shall be responsible for the acquisition of the necessary R/W and utility adjustments.

A curb revision in the SE quadrant of the intersection will require additional R/W. The County is currently pursuing this acquisition.

The existing signal pole in the NW quadrant is located in a perpetual easement area. The County plans to renew the easement to allow for the additional signal pole shown on the design map. Refer to copies of this easement contained in this folder.

There is a possible conflict where the curb revision occurs with a 6-inch water line and an underground telephone cable. More accurate locations will be required before actual construction.

BIKEWAY CONSIDERATIONS

As mentioned previously, there is an existing 7-ft bikeway in this area. It will be rebuilt to this width anywhere it is disturbed.

OREGON STATE HIGHWAY DEPARTMENT
QUANTITY SUMMARY & COST ESTIMATE Sheet ____ of ____ Sheets

Section Cedar Hills Blvd. @ Walker Road Unit ____
Highway Intersection County Washington Prefix 334-1994
Length ____ Designer ____ Draftsman ____ Date 6-29-79

Grading and Surfacing Items

| Item | Unit | Net | ~~10%~~ Allow | Gross | Price | Amount |
|---|---|---|---|---|---|---|
| MOBILIZATION (5%) | All | | | All | Lump Sum | 1,381 |
| TEMPORARY PROTECTION AND DIRECTION OF TRAFFIC | All | | | All | Lump Sum | 500 |
| CLEARING & GRUBBING | All | | | All | Lump Sum | 1000 |
| GENERAL EXCAVATION | Cu. Yd. | 268 | [illegible] | 270 | $10 | 2,700 |
| FINISHING ROADBED & SLOPES | All | | | All | Lump Sum | 300 |
| AGGREGATE BASE | Cu. Yd. | 219 | [illegible] | 220 | $15 | 3,300 |
| CLASS "5" ASPHALT CONC. | Ton | 98 | [illegible] | 95 | 47.50 | 4,650 |
| CONCRETE WALK | Sq. Yd. | 28 | 2 | 30 | 17 | 510 |
| TYPE "C" CONCRETE CURB | Lin. Ft. | 245 | 25 | 270 | 4.75 | 1,283 |
| ASPHALT CONCRETE WALK | Sq. Yd. | 303 | 37 | 340 | 6 | 2,040 |
| ASPHALT CONCRETE CURB | Lin. Ft. | 392 | 38 | 430 | 2 | 460 |
| EXTRA FOR R.R. ATTACHMENTS | Lo. | 1 | | | 200 | 600 |
| | | | | | | |
| SUBTOTAL | | | | | | 15,740 |
| +25% ENGINEERING & CONTINGENCIES | | | | | | 3,760 |
| TOTAL ROADWAY ITEMS | | | | | | 23,500 |
| | | | | | | |
| 5 PHASE TRAFFIC SIGNAL | | | | | | 49,000 |

Prices as of ____

Total 72,500

Price Contractors
& Sanford & D. L. Jr.

OREGON STATE HIGHWAY DEPARTMENT — QUANTITY SUMMARY & COST ESTIMATE

March 27 1980
SCHEDULE
Sheet ____ of ____ Sheet

Location Cedar Hills Blvd @ Walker Road Unit
Highway Intersection County Washington Prefix IIA-1994
Length ____ Designer ____ Draftsman ____ Date 6-29-79

Grading and Surfacing Items

| Item | Unit | Net | 10% Allow | Gross | Price | Amount |
|---|---|---|---|---|---|---|
| MOBILIZATION (9%) | All | | | All | Lump Sum | 1900 ~~1381~~ |
| TEMPORARY PROTECTION AND DIRECTION OF TRAFFIC (5%) | All | | | All | Lump Sum | 505 |
| CLEARING & GRUBBING | All | | | All | Lump Sum | 1000 |
| GENERAL EXCAVATION | Cu Yd. | 268 | | 270 | $10 | 2,700 |
| FINISHING ROADBED & CURB | All | | | All | Lump Sum | 1000 ~~300~~ |
| AGGREGATE BASE | Cu Yd. | 218 | | 220 | $15 | 3,300 |
| CLASS "B" ASPHALT CONC. | Ton | 18 | | 21 | 47.50 | 4,655 |
| CONCRETE WALK | Sq Yd. | 27 | 3 | 30 | $7. | 600 ~~510~~ |
| TYPE "C" CONCRETE CURB | Lin Ft | 241 | 29 | 270 | 4.75 | 1620 ~~1283~~ |
| ASPHALT CONCRETE WALK | Sq Yd. | 303 | 37 | 340 | 8 | 3400 ~~2040~~ |
| ASPHALT CONCRETE CURB | Lin Ft | 372 | 38 | 430 | 84 | 1720 ~~460~~ |
| EXTRA FOR ASPH. APRON | Lo | 1 | | | 200 | 600 |
| FLAGMAN | Hr. | | | 120 | 22 | 2640 |
| SUBTOTAL | | | | | | 25,940 18,740 |
| ~~15~~ 20% ENGINEERING & CONTINGENCIES | | | | | | 5123 ~~1760~~ |
| TOTAL ROADWAY WORK | | | | | | 30 768 ~~23,500~~ |
| 5 PHASE TRAFFIC SIGNAL | | | | | | 50,000 49,000 |
| BRIDGE ... (55,000) | | | | | | 0.00 |
| | | | | | | |
| | | | | | | |
| CATEGORY 3 AND 4 WIDENING | | | | | | Co will pay diff for 8" Signal |
| 10-17-79 | | NEED 8,102 | | | | |
| CC: Max & Bob | | | | | | |
| | | | | | | |
| | | Total Estimated Project Cost | | | | 25,100 |

# WASHINGTON CO'NTY

Inter-Department Correspondence

Date April 27, 1979
For Meeting of: May 1, 1979

To : Honorable Board of County Commissioners

From : Director of Public Works

Subject : Mt. Hood Transfer Fund Project

This is a project that our staff has been working for some time to get project approval and underway. The project involves improving the intersection and resignalizing Walker Road and Cedar Hills Blvd.

The City of Beaverton, which has jurisdiction of Cedar Hills Blvd., and Washington County, which has jurisdiction of Walker Road, will be participating in the local match of these project funds.

In projects such as this where the State Department of Transportation is the contracting agency, looks to Washington County for the agreement. This is in keeping with all of our previous plans on these kinds of projects.

RECOMMENDATION: Your Board authorize the Chairman to execute the prepared agreement to proceed with preliminary engineering on this intersection project.

Respectfully submitted,

John F. Crockett

JFC:pj

IN THE [illegible] WASHINGTON COUNTY
BOARD OF COMMISSIONERS
MEETING DATE 79-223
DATE 5-1-79
BY [illegible]
CLERK OF THE BOARD

ROBERT W STRAUB
GOVERNOR

# *Department of Transportation*

TRANSPORTATION BUILDING, SALEM, OREGON 97310

March 15, 1979

TO G. L. Green, Division Administrator
Federal Highway Administration

Original Signed By
D. E. Swan

FROM D. E. Swan
Federal Aid Manager

SUBJECT Project Data Submission
Item No. 90148
Project No. IX-9070(1)
Walker Rd. @ Cedar Hills Blvd.
(Beaverton) Section
Washington County

Attached is support data consisting of PR-1 forms and project maps for the subject project.

We request the following:

1) Financing for the project utilizing Interstate Substitution General Funds. Approval of this request will involve an estimated total cost of $7,000 with obligation of Federal Funds of $5,950.

2) Authorization to proceed with all phases of Preliminary Engineering including utility preparatory work necessary to obtain PS&E approval.

These requests are based on the March 7 letter to you from Mr. F. B. Klaboe, Director of Department of Transportation.

JLG:dmc
Attachments
cc: R. N. Bothman, Metro
Max Klotz, Metro
Jon Rose, Metro
Ed Hardt, Region 1
Gary Zehner, w/att.

Budget Bureau No. 41-R2067.

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO W.O.

FORM PR-1 (REV. 4-61)

March 15, 1979

U.S.

# FEDERAL-AID PROGRAM DATA

*(PPM 21-1)*

| | REPORT NUMBER | PROJECT LOCATION *(45 typewriter spaces)* | | PRESENT | FUTURE | YEAR | REGION | STATE NAME |
|---|---|---|---|---|---|---|---|---|
| CARD 2 | (19) (20) | City St., Jct. @ Cedar Hills Blvd.(Beaverton) 21 65 | **ADT** | 15,000 | --- (66) (70) | (71) (72) | 10 | Oregon |

| | CHARACTER OF PROPOSED WORK *(35 typewriter spaces)* | NATL. FOREST | FH ROUTE NO. | SUPV AGCY | DA CLASSIF. | DA AREA | EMERG. YR. | PL. AUTH YR | PROJECT NUMBER PREFIX LETTER(S) | NUMBER |
|---|---|---|---|---|---|---|---|---|---|---|
| CARD 3 | Preliminary Engineering 28 62 | (63) (65) | (66) (68) | (69) | (70) | (71) | (72) (73) | (74) (75) | IX- 14 23 | 9070 7 |

| | | | |
|---|---|---|---|
| CARD 4 | CLASS OF FEDERAL FUNDS: Interstate Substitutions General Funded | COUNTY NAME: Washington | COD 0( (77) |
| | NAME OF URBAN AREA: Portland 17-31 | ROUTE NO. U | FEDERAL-AID 9070 (32) | STATE City St.* (36) (37) | U.S. --- |

| CARD 5 | LINE NO. | CHANGE CODE | PROJECT CODE | WORK CLASS | WORK TYPE | STEP | TERMINI *(Full description)* | MILES | TOTAL ESTIMATED COST | FEDERAL FUNDS 85% | STATE FUNDS | OTHER FUNDS (County) |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | 1 | (14-15) (16) | 41 | 42 | 43 46 | 53 | | (54) (58) | (59) (66) | (67) (76) | | |
| | 5 | | | | **PE** TOPICS | | | 0.0 | 7,000 | 5,950 | --- | 1,050 |
| | 5 | | | | **ROW** | | | | | | | |
| | 5 | | | | **CONST** (CODE) | | "Walker Rd. @ Cedar Hills Blvd. (Beaverton) Section" | | (65,000) | | | |
| | | | | | | | PROJECT TOTALS | 0.0 | 7,000 | 5,950 | --- | 1,050 |

| CARD 1 | CODE 1 | PREPARED BY | |
|---|---|---|---|
| 1 | 14 | PROGRAM APPROVAL DATES 10-18-78 | JLG |

(16) (23) (24) (33) REMARKS

* Walker Rd.

over

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

FORM PR-1 (REV. 4-61)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

# FEDERAL-AID PROGRAM DATA

(PPM 21-1)

March 15, 1979

| PROJECT LOCATION (45 typewriter spaces) | | PRESENT | FUTURE | YEAR | REGION | STATE NAME | STATE CODE | APPN CODE | ITEM NO. |
|---|---|---|---|---|---|---|---|---|---|
| City St., Jct. @ Cedar Hills Blvd.(Beaverton) | ADT | 15,000 | --- | | 10 | Oregon | 41 | 823 | 90148 |

| ED WORK (35 typewriter | NATL. FOREST | FH ROUTE NO. | SUPV AGCY | DA CLASSIF. | DA AREA | EMERG. YR. | PL. AUTH YR | PROJECT NUMBER PREFIX LETTER(S) | NUMBER | SEQ. NO. | I. Projects Only POST MI. | DESIG. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| y Engineering | | | | | | | | IX- | 9070 | (1) | | |

DS
Substitutions General Funded

COUNTY NAME: Washington — CODE: 067

ROUTE NO. U — FEDERAL-AID: 9070 — STATE: City St.* — U.S.: ---

PROGRAM STAGE: ____ 1 OR ____ 2

| WORK TYPE | STEP | TERMINI (Full description) | MILES | ESTIMATED PROJECT COST BY PHASES: TOTAL ESTIMATED COST | FEDERAL FUNDS 85% | STATE FUNDS | OTHER FUNDS (County) | CHARACTER OF PROPOSED WORK (Full description) |
|---|---|---|---|---|---|---|---|---|
| PE<br>TOPICS | | "Walker Rd. @ Cedar Hills Blvd. (Beaverton) Section" | 0.0 | 7,000 | 5,950 | --- | 1,050 | Util. Prep. Work as required. |
| ROW | | | | | | | | |
| CONST (CODE) | | | | (65,000) | | | | ROW-60' min.; Access Control-none; Parking Restrictions-complete |
| | | PROJECT TOTALS | 0.0 | 7,000 | 5,950 | --- | 1,050 | |

BY: JLG

APPROVAL DATES: 10-18-78

REMARKS

* Walker Rd.

over

USCOMM DUSCOMM-DC 48905-P61

Walker Rd. @ Cedar Hills Blvd. (Beaverton) Section
Project No. IX-907(1)

Existing Facility: Traffic at intersection controlled by 2 phase traffic control signal.

Adjacent Sections:
N & S Sides--(Cedar Hills Blvd.) 48'-60' bit. surf. accommodating 4 lanes of traffic.
E & W Sides--(Walker Rd.) 42'-48' bit. surf. accommodating 2 lanes of traffic.

Project Data: The work consists of all phases of preliminary engineering including utility preparatory work for future left turn lanes on Walker Rd. at intersection and update signalization with a multi-phase signal to provide left-turn phases for Walker Road.

Right-of-Way: No additional anticipated.

System Action, Airports, Railroads, Water Developments, Historical and Recreational Areas: None involved.

FHPM 7-7-2 Requirements: Nonmajor action project concurred in by FHWA on February 26, 1979.

FHPM 4-1-4 Requirements:
a) State Clearinghouse--A-95 review exempt under working agreement.
b) Dist. 2 Clearinghouse--A-95 review satisfied through inclusion of project in MSD TIP.

FHPM 7-7-5 Requirements:
a) Public Hearings--Not required under Oregon Action Plan.
b) Location/Design--Not a factor in the development of this project.

NOTE: 1) This project is in Congressional District No. 1.
2) Included in CRAG (MSD) FY '79 TIP/AE on pg. 134 line 311.

Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNME

# *Memorandum*

DEPA MENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
The Equitable Center, Suite 100
530 Center NE. - Salem OR 97301

DATE: February 26, 1979

In reply refer to: HFO.1-OR

SUBJECT: Project Assessment
Oregon Project IX-9070(-)
Cedar Hills Blvd./Walker Rd. Int.
Cedar Hills Blvd./Walker Rd.
Washington County

FROM : G. L. Green, Division Administrator

TO : Mr. Gary A. Potter
Manager, Environmental Section
Oregon Department of Transportation

The subject project assessment submitted with your February 7, 1979, letter has been reviewed.

We concur with your finding that the proposed project constitutes a non-major action.

The proposed standards, design, and other specific details contained in the assessment will be subject to future reviews at the appropriate stage during the project development.

G. L. Green

cc:
E. S. Hunter (OSHD)
Reg. 1, Env. (OSHD)

Environmental Section
March 1, 1979

CAT. 3 NON MAJ.
ASSESS. ONLY.

cc: D. H. Moehring
J. B. Boyd (3)
L. E. George
W. H. Hart
C. T. Keasey
J. H. Versteeg (4)
F. E. Terpin (3)
George Bell
Surfacing Design
R. N. Bothman
E. L. Hardt
Jef Kaiser
Gerald Wimer
B. L. Gifford (2)

OREGON STATE HIGHWAY DIVISION
PROJECT ASSESSMENT

IX-9070(-)

PART 1. GENERAL INFORMATION

A. Project Identification:

Date February 7, 1977

Section Cedar Hills Blvd./Walker Rd. Int. Unit (if appl) _____

County Washington City Beaverton

Highway Cedar Hills Blvd/Walker Road State Hwy. No. _____

Termini: M.P.(if appl) _____ Length Intersection

Region I/Metro Construction Estimate $65,000
Program Amount

B. Purpose of Project:

Improve capacity of the intersection, reduce the number of accidents, and reduce signal delay times and queuing at the intersection.

C. Origin & History of Project:

Submitted in 1976 as FAU project to widen three legs and install 8 phase signal. Submitted in 1977 for e(4) TSM project and was approved for funding as a 5 phase signal with improvements on Walker Road only.

D. General Description of Project:

Provide left turn refuges on the east and west approach legs of Walker Road and improve signalization with left-turn phases for these legs. The project would replace the existing 2 phase signal with a 5 phase signal.

Alignment: New _____ Existing X Combined _____

Typical Section: Existing: No. Lanes 2 ; Med. No ; Shldrs. No ; Parking No

Proposed: No. Lanes 2 ; Med. Lt. trn. Shldrs. Yes ; Parking No

Traffic: Existing Facility: Existing ADT 15,000 ; Projected ADT 24,000 ; Yr. 1990

Existing Level of Service D-E

Proposed Facility: Projected ADT Not determined ; Yr. 1990

Projected Level of Service C in 1980 (D-E by 1990)

734-3953 (10-75)

Right of Way: Additional anticipated No (Yes, No); if yes, give approx. No. Parcels_____

Acres_____; Type of Relocation Req._____; No._____

Materials Source, Borrow, Waste Disposal Requirements, if any:

To be determined by PE.

Type of Structure(s):

N/A

Brief Description of River or Stream and Type of Involvement, if any:

N/A

Local City, County or COG priorities of project:

High intersection priority for Beaverton and Washington County.

FHWA and/or OSHD approvals given, if any:

None

Location or Design Alternatives (identify and describe):

Other Descriptive Information or Comments:

(Attach project sketch map.)

## PART II. ENVIRONMENTAL ASSESSMENT

### A. Brief Environmental Setting of Project Area:

1. Natural:

There are no natural drainage courses in the area, and vegetation consists of a few shrubs and evergreens on the east side of the intersection. The vicinity is nearly level and almost entirely covered with pavement (roadway and parking lots).

2. Cultural:

The intersection is located on the northern edge of Beaverton and is surrounded by neighborhood commercial businesses comprised of three service stations and one supermarket. The service station on the southeast corner is closed and is being used as a newspaper pickup point.

Accesses to these establishments are becoming congested as the level of service of the intersection deteriorates. A Thriftway store is also located on Walker, just east of the intersection. Bernard Beaverton Mall is just south of the project on Cedar Hills Boulevard.

The east leg of Walker Rd. is a significant route to Highway 217, a mile east of the project.

B. Preliminary Assessment of Environmental Impacts:

1. Consequences and Significance of Right-of-Way Acquisition:

No right-of-way required.

2. Estimated Impact on Traffic Patterns:

Improved left turning movements would relieve the congestion on Walker Road. Some signal green-time would have to be taken from Cedar Hills Blvd. The improved signalization could increase the use of Walker Road as a minor arterial connecting ORE 217, Cedar Hills Blvd. and Murray Road.

Consequences--Air Quality, Noise, Safety, etc.:
No significant change in noise. Reduced congestion will improve air quality and make the intersection safer to negotiate.

3. Estimated Impact on Land Use:

The proposed project would not alter the land use.

Consequences:
Land would remain commercial.

4. Expected Impact on Natural Ecological Resources:
No significant impacts expected.

Consequences:

5. Expected Impact on Cultural and Scenic Resources:
No significant impacts expected.

Consequences:

6. Preliminary Identification of Areas of Critical Concern:

None identified.

7. Potential for Controversial Issues:
None

8. Potential for Consistency of Proposal With:

a. Clean Air Implementation Plans
Consistent

b. Noise Standards
No significant changes in noise levels are expected to result from the project. There are no sensitive receptors in the immediate area. A Noise Study Report will be prepared per FHPM-773.

c. Water Quality Standards
N/A

d. Area Land Use and Transportation Plans, and Zoning
No change in land use or zoning. Consistent with transportation plan.

---

C. Recommended Type of Action and Documentation:

----------MAJOR ACTION---------- ----NON-MAJOR ACTION-----

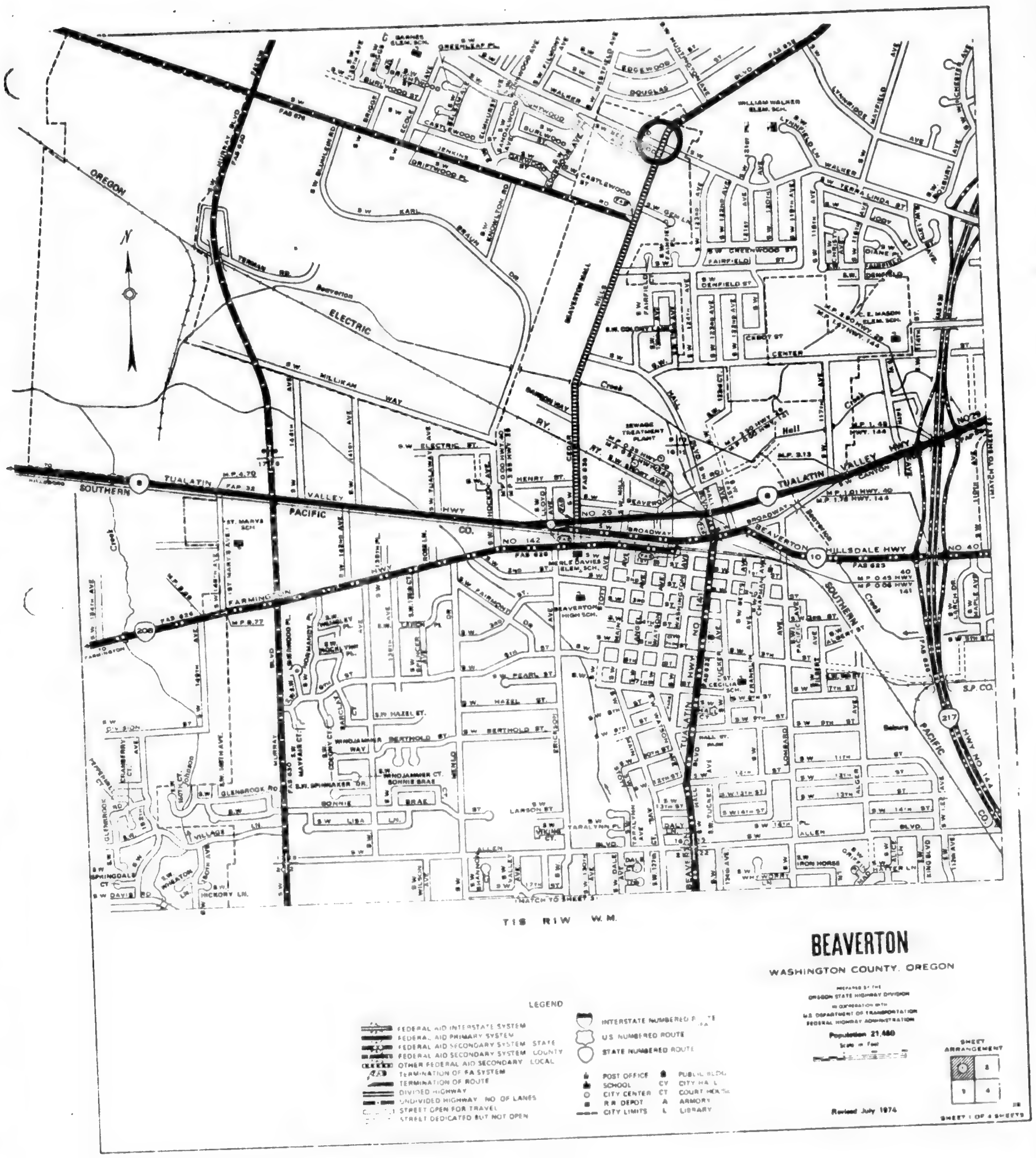
| SIGNIFICANT: | NON-SIGNIFICANT: | |
|---|---|---|
| ____ D & FEIS | ____ D & F Neg.Dec. | __X__ ASSESSMENT ONLY |
| ____ Section 4(f) | ____ Section 4(f) | ____ STATEWIDE ASSESSMENT |

Basis for Type of Action and Documentation: The project would not have impacts of a significance which would warrant the preparation of a negative declaration.

---

D. Recommended Project Category: _____ 1 _____ 2 __X__ 3 _____ 4

Form (1)10-75




# BEAVERTON

WASHINGTON COUNTY, OREGON

PREPARED BY THE
OREGON STATE HIGHWAY DIVISION
IN COOPERATION WITH
U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

Population 21,460

Scale in Feet

Revised July 1974

SHEET ARRANGEMENT

SHEET 1 OF 4 SHEETS

LEGEND

- FEDERAL AID INTERSTATE SYSTEM
- FEDERAL AID PRIMARY SYSTEM
- FEDERAL AID SECONDARY SYSTEM STATE
- FEDERAL AID SECONDARY SYSTEM COUNTY
- OTHER FEDERAL AID SECONDARY LOCAL
- TERMINATION OF FA SYSTEM
- TERMINATION OF ROUTE
- DIVIDED HIGHWAY
- UNDIVIDED HIGHWAY NO OF LANES
- STREET OPEN FOR TRAVEL
- STREET DEDICATED BUT NOT OPEN

- INTERSTATE NUMBERED ROUTE
- U.S. NUMBERED ROUTE
- STATE NUMBERED ROUTE

- POST OFFICE
- SCHOOL
- CITY CENTER
- R.R. DEPOT
- CITY LIMITS
- PUBLIC BLDG
- CH CITY HALL
- CT COURT HOUSE
- A ARMORY
- L LIBRARY

STATE OF OREGON

INTEROFFICE MEMO

ODOT METRO — DEPT.

238-8231 — TELEPHONE

TO: D. H. MOEHRING, Manager
Project Management Section

DATE: January 31, 1979

FROM: MAX J. KLOTZ
Metro Technical Services Engineer

SUBJECT: Cedar Hills Boulevard at Walker Road
Left turn Refuges, Signal Improvements
Washington County
Metro Planning No. 78-136

Here is our programing packet for the subject project. Included are a project information sheet, authority for survey, federal aid project request, environmental assessment, and a statement from our Transportation Analysis Unit. Also included is an agreement information sheet for the use of your agreement writer.

This is an e(4) project. It is listed in the FY 79 CRAG TIP on page 134. There was a mix-up at CRAG on the amount of federal funds to be allocated to this project. However, the total approved project cost of $72,000 is accurate as shown in the project description on page 127 of the TIP.

Please program $7,000 for preliminary engineering at this time.

lh

attachment

cc: F. E. Terpin
Metro Technical Services (8)

Form E-39 (Rev. 9-71)

WRCC001

OREGON STATE HIGHWAY DIVISION

Planning File No. 78-136

# AUTHORITY FOR SURVEY

Section: Cedar Hills Boulevard at Walker Road

Date: January 30, 1979

Highway: Cedar Hills Boulevard

Authorization No. 1

County: Washington

Survey Prefix 334-1994 (Assigned by Salem office)

**Description of termini, route, length, etc.:**

Intersection of SW Cedar Hills Boulevard and SW Walker Road

**Proposed:**

Full activated five-phase signal with left turn channelization

**Purpose of Survey:**

State to perform PE, field survey, plans, specifications and estimate

IX-9070(1)
4-16-79

**Estimate of cost:**

| Estimate of Cost | | |
|---|---|---|
| Field Survey | (901) | 2600 |
| Citizen Participation | (902) | |
| City of County | (903) | |
| Consultant | (904) | |
| Final Design | (905) | 800 |
| Bridge Design | (906) | |
| Preliminary Design | (907) | |
| R/W Description | (909) | |
| Soils & Geology | (910) | |
| Traffic | (911) | 3000 |
| Landscape | (912) | |
| Liaison R/W | (913) | |
| Utility | (914) | 100 |
| Photogrammetry | (916) | |
| Location Studies | (918) | |
| Engr. Graphics | (919) | |
| Office Engineer | (920) | |
| Specifications | (921) | 500 |
| Environmental | (923) | |
| Air Quality Monitoring | (925) | |
| Foundation Exploration | (926) | |
| Seminars | (950) | |
| Hearings | (980) | |
| Equal Opportunity | (985) | |
| Advisory Committees | (986) | |

Category: 3NM, Funding: e(4)

**INSTRUCTIONS**

Submit four copies to Salem. After approval by the Assistant State Highway Engineer, one copy will be sent to the Regional Engineer and one copy to the Resident Engineer.

This form does not constitute authority for making survey until approved and returned.

Submit separate order for each survey.

Total estimated cost of survey . . . . . $ 7000

Previous authorization . . . . . .

Additional authorization requested . . . . .

Additional authorization approved (Salem) . .

Total all authorizations approved (Salem) . .

Requests made by:

R. T. EWEN, Metro Location Engineer

Recommended for Approval:

Regional Engineer

M. J. KLOTZ, Metro Technical Services Engineer

Recommended for Approval:

Location Engineer

Approved:

Assistant State Highway Engineer

SP*23604-734

H

N M

OREGON STATE HIGHWAY DIVISION
PROJECT ASSESSMENT

PART 1. GENERAL INFORMATION

A. Project Identification:

Date 25 January 79

Section Cedar Hills Blvd./Walker Rd. Int. Unit (if appl) _____

County Washington City Beaverton

Highway Cedar Hills Blvd/Walker Road State Hwy. No. _____

Termini: M.P.(if appl) _____ Length Intersection

Region I/Metro Construction Estimate $65,000
Program Amount

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Improve capacity of the intersection, reduce the number of accidents, and reduce signal delay times and queuing at the intersection.

C. Origin & History of Project:
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D. General Description of Project:
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Alignment: New _____ Existing X Combined _____

Typical Section: Existing: No. Lanes 2 ; Med. No ; Shldrs. No ; Parking No

Proposed: No. Lanes 2 ; Med. Lt.trn. Shldrs. Yes ; Parking No

Traffic: Existing Facility: Existing ADT 15,000 ; Projected ADT 24,000 ; Yr. 1990

Existing Level of Service D-E

Proposed Facility: Projected ADT Not determined ; Yr. 1990

Projected Level of Service C in 1980 (D-E by 1990)

Right of Way: Additional anticipated No (Yes, No); if yes, give approx. No. Parcels_____

Acres_____; Type of Relocation Req._____; No._____

Materials Source, Borrow, Waste Disposal Requirements, if any:

To be determined by PE.

Type of Structure(s):

N/A

Brief Description of River or Stream and Type of Involvement, if any:

N/A

Local City, County or COG priorities of project:

High intersection priority for Beaverton and Washington County.

FHWA and/or OSHD approvals given, if any:

None

Location or Design Alternatives (identify and describe):

Other Descriptive Information or Comments:

(Attach project sketch map.)

PART II. ENVIRONMENTAL ASSESSMENT

A. Brief Environmental Setting of Project Area:

1. Natural:

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Consequences:
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4. Expected Impact on Natural Ecological Resources:
No significant impacts expected.

Consequences:

5. Expected Impact on Cultural and Scenic Resources:
No significant impacts expected.

Consequences:

6. Preliminary Identification of Areas of Critical Concern:

None identified.

7. Potential for Controversial Issues:
None

8. Potential for Consistency of Proposal With:

a. Clean Air Implementation Plans
Consistent

b. Noise Standards
No significant changes in noise levels are expected to result from the project. There are no sensitive receptors in the immediate area. A Noise Study Report will be prepared per FHPM-773.

c. Water Quality Standards
N/A

d. Area Land Use and Transportation Plans, and Zoning
No change in land use or zoning. Consistent with transportation plan.

---

C. Recommended Type of Action and Documentation:

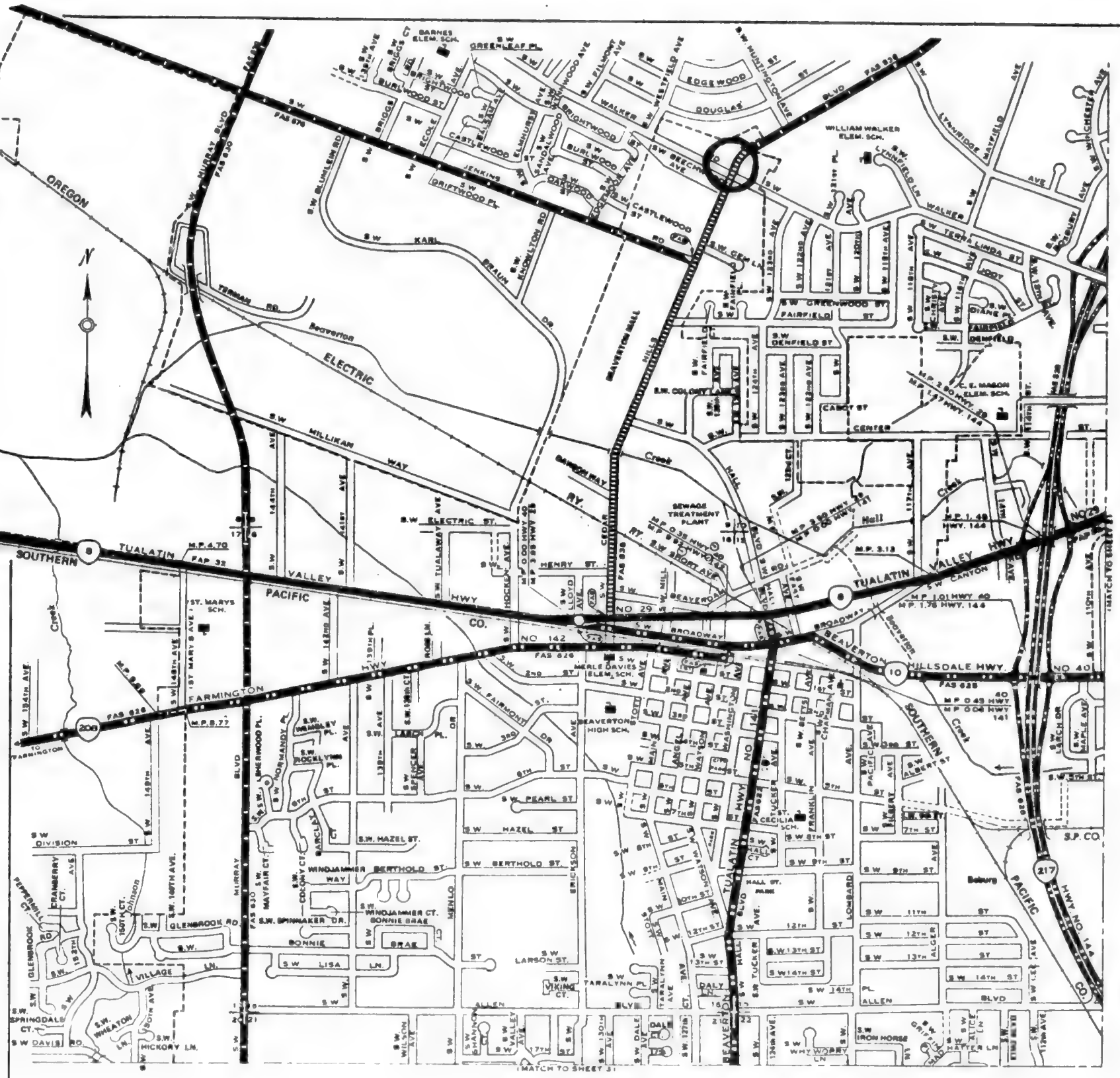
----------MAJOR ACTION---------- ----NON-MAJOR ACTION-----

| SIGNIFICANT: | NON-SIGNIFICANT: | |
|---|---|---|
| ____ D & FEIS | ____ D & F Neg.Dec. | __X__ ASSESSMENT ONLY |
| ____ Section 4(f) | ____ Section 4(f) | ____ STATEWIDE ASSESSMENT |

Basis for Type of Action and Documentation: The project would not have impacts of a significance which would warrant the preparation of a negative declaration.

---

D. Recommended Project Category: _____ 1 _____ 2 __X__ 3 _____ 4


N
OREGON
SOUTHERN PACIFIC CO.
TUALATIN VALLEY HWY
BEAVERTON HILLSDALE HWY NO 40
FARMINGTON
SW MILLIKAN WAY
SW TERMAN RD.
SW KARL BRAUN DR
SW BLUMLEIN RD
SW HUNZIKER BLVD
SW CEDAR HILLS BLVD
SW WALKER
SW BROADWAY
SW BEAVERTON HILLSDALE HWY
SW FARMINGTON RD
SW MURRAY BLVD
SW 117TH AVE
SW 125TH AVE
SW 141ST AVE
SW 143RD AVE
SW 147TH AVE
SW 148TH AVE
SW 150TH AVE
SW 158TH AVE
SW 160TH AVE
SW 170TH AVE
SW 185TH AVE
SW 190TH AVE
SW 194TH AVE
SW 198TH AVE
SW 209TH AVE
SW 216TH AVE
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SW 239TH AVE
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SW 245TH AVE
SW 248TH AVE
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SW 260TH AVE
SW 263RD AVE
SW 266TH AVE
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SW 3437TH AVE
SW 3440TH AVE
SW 3443RD AVE
SW 3446TH AVE
SW 3449TH AVE
SW 3452ND AVE
SW 3455TH AVE
SW 3458TH AVE
SW 3461ST AVE
SW 3464TH AVE
SW 3467TH AVE
SW 3470TH AVE
SW 3473RD AVE
SW 3476TH AVE
SW 3479TH AVE
SW 3482ND AVE
SW 3485TH AVE
SW 3488TH AVE
SW 3491ST AVE
SW 3494TH AVE
SW 3497TH AVE
SW 3500TH AVE
SW 3503RD AVE
SW 3506TH AVE
SW 3509TH AVE
SW 3512TH AVE
SW 3515TH AVE
SW 3518TH AVE
SW 3521ST AVE
SW 3524TH AVE
SW 3527TH AVE
SW 3530TH AVE
SW 3533RD AVE
SW 3536TH AVE
SW 3539TH AVE
SW 3542ND AVE
SW 3545TH AVE
SW 3548TH AVE
SW 3551ST AVE
SW 3554TH AVE
SW 3557TH AVE
SW 3560TH AVE
SW 3563RD AVE
SW 3566TH AVE
SW 3569TH AVE
SW 3572ND AVE
SW 3575TH AVE
SW 3578TH AVE
SW 3581ST AVE
SW 3584TH AVE
SW 3587TH AVE
SW 3590TH AVE
SW 3593RD AVE
SW 3596TH AVE
SW 3599TH AVE
SW 3602ND AVE
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SW 3617TH AVE
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SW 3623RD AVE
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SW 3629TH AVE
SW 3632ND AVE
SW 3635TH AVE
SW 3638TH AVE
SW 3641ST AVE
SW 3644TH AVE
SW 3647TH AVE
SW 3650TH AVE
SW 3653RD AVE
SW 3656TH AVE
SW 3659TH AVE
SW 3662ND AVE
SW 3665TH AVE
SW 3668TH AVE
SW 3671ST AVE
SW 3674TH AVE
SW 3677TH AVE
SW 3680TH AVE
SW 3683RD AVE
SW 3686TH AVE
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SW 3692ND AVE
SW 3695TH AVE
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SW 3701ST AVE
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SW 3707TH AVE
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SW 3716TH AVE
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SW 3722ND AVE
SW 3725TH AVE
SW 3728TH AVE
SW 3731ST AVE
SW 3734TH AVE
SW 3737TH AVE
SW 3740TH AVE
SW 3743RD AVE
SW 3746TH AVE
SW 3749TH AVE
SW 3752ND AVE
SW 3755TH AVE
SW 3758TH AVE
SW 3761ST AVE
SW 3764TH AVE
SW 3767TH AVE
SW 3770TH AVE
SW 3773RD AVE
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SW 3779TH AVE
SW 3782ND AVE
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SW 3863RD AVE
SW 3866TH AVE
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SW 3872ND AVE
SW 3875TH AVE
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SW 3881ST AVE
SW 3884TH AVE
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SW 3890TH AVE
SW 3893RD AVE
SW 3896TH AVE
SW 3899TH AVE
SW 3902ND AVE
SW 3905TH AVE
SW 3908TH AVE
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SW 3917TH AVE
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SW 3953RD AVE
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SW 4016TH AVE
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SW 4031ST AVE
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SW 4043RD AVE
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SW 4055TH AVE
SW 4058TH AVE
SW 4061ST AVE
SW 4064TH AVE
SW 4067TH AVE
SW 4070TH AVE
SW 4073RD AVE
SW 4076TH AVE
SW 4079TH AVE
SW 4082ND AVE
SW 4085TH AVE
SW 4088TH AVE
SW 4091ST AVE
SW 4094TH AVE
SW 4097TH AVE
SW 4100TH AVE
SW 4103RD AVE
SW 4106TH AVE
SW 4109TH AVE
SW 4112TH AVE
SW 4115TH AVE
SW 4118TH AVE
SW 4121ST AVE
SW 4124TH AVE
SW 4127TH AVE
SW 4130TH AVE
SW 4133RD AVE
SW 4136TH AVE
SW 4139TH AVE
SW 4142ND AVE
SW 4145TH AVE
SW 4148TH AVE
SW 4151ST AVE
SW 4154TH AVE
SW 4157TH AVE
SW 4160TH AVE
SW 4163RD AVE
SW 4166TH AVE
SW 4169TH AVE
SW 4172ND AVE
SW 4175TH AVE
SW 4178TH AVE
SW 4181ST AVE
SW 4184TH AVE
SW 4187TH AVE
SW 4190TH AVE
SW 4193RD AVE
SW 4196TH AVE
SW 4199TH AVE
SW 4202ND AVE
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SW 4238TH AVE
SW 4241ST AVE
SW 4244TH AVE
SW 4247TH AVE
SW 4250TH AVE
SW 4253RD AVE
SW 4256TH AVE
SW 4259TH AVE
SW 4262ND AVE
SW 4265TH AVE
SW 4268TH AVE
SW 4271ST AVE
SW 4274TH AVE
SW 4277TH AVE
SW 4280TH AVE
SW 4283RD AVE
SW 4286TH AVE
SW 4289TH AVE
SW 4292ND AVE
SW 4295TH AVE
SW 4298TH AVE
SW 4301ST AVE
SW 4304TH AVE
SW 4307TH AVE
SW 4310TH AVE
SW 4313TH AVE
SW 4316TH AVE
SW 4319TH AVE
SW 4322ND AVE
SW 4325TH AVE
SW 4328TH AVE
SW 4331ST AVE
SW 4334TH AVE
SW 4337TH AVE
SW 4340TH AVE
SW 4343RD AVE
SW 4346TH AVE
SW 4349TH AVE
SW 4352ND AVE
SW 4355TH AVE
SW 4358TH AVE
SW 4361ST AVE
SW 4364TH AVE
SW 4367TH AVE
SW 4370TH AVE
SW 4373RD AVE
SW 4376TH AVE
SW 4379TH AVE
SW 4382ND AVE
SW 4385TH AVE
SW 4388TH AVE
SW 4391ST AVE
SW 4394TH AVE
SW 4397TH AVE
SW 4400TH AVE
SW 4403RD AVE
SW 4406TH AVE
SW 4409TH AVE
SW 4412TH AVE
SW 4415TH AVE
SW 4418TH AVE
SW 4421ST AVE
SW 4424TH AVE
SW 4427TH AVE
SW 4430TH AVE
SW 4433RD AVE
SW 4436TH AVE
SW 4439TH AVE
SW 4442ND AVE
SW 4445TH AVE
SW 4448TH AVE
SW 4451ST AVE
SW 4454TH AVE
SW 4457TH AVE
SW 4460TH AVE
SW 4463RD AVE
SW 4466TH AVE
SW 4469TH AVE
SW 4472ND AVE
SW 4475TH AVE
SW 4478TH AVE
SW 4481ST AVE
SW 4484TH AVE
SW 4487TH AVE
SW 4490TH AVE
SW 4493RD AVE
SW 4496TH AVE
SW 4499TH AVE
SW 4502ND AVE
SW 4505TH AVE
SW 4508TH AVE
SW 4511TH AVE
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SW 4541ST AVE
SW 4544TH

FEDERAL AID PROJECT REQUES

Date April 4, 1978

Applicant Agency Washington County
Request for: Off-System____, FAS-C____, FAUS____ Project E-4
Federal Aid Route No. 9070 Route Name Cedar Hills Blvd./ Walker Rd. intersecti
Project Name Cedar Hills Blvd./Walker Road intersection

Project Length intersection Project Location (Attach sketch map)
Project Description Improve capacity of intersection by adding left turn refuges and improved signalization with left turn phases.

Average Daily Traffic [illegible] Design Speed 35 MPH

Complete Applicable Sections:

I. ROADWAY DATA

1. Existing Roadway: (Attach sketch)

Width [illegible] Travel Lanes 2 (Walker Rd.) Shoulders one side
Medians [illegible] Parking None
Sidewalks [illegible]
Remarks [illegible]

2. Proposed Roadway Width: (Attach sketch)

Width [illegible] Travel Lanes 2 (Walker Rd.) Shoulders [illegible]
Medians [illegible] Parking [illegible]
Curbs [illegible] Curb Radii 40 feet
Sidewalks [illegible]
Remarks [illegible]

II. RIGHT-OF-WAY

1. Existing Right-of-Way:

Typical Width [illegible] Minimum [illegible] Maximum [illegible]

2. Has right-of-way been acquired for this project subsequent to January 2, 197[illegible]
[illegible]

3. Will additional right-of-way be needed? Yes____ No X
If answer is "yes," will acquisition of right-of-way be subject to Federal policy/procedure? Yes____
Remarks [illegible] Under about Code [illegible]

III. PUBLIC CONTACTS

1. Previous Simultaneous Coordination:

[illegible]

Are sidewalk/bikeways desired: _____

Are any utilities to be attached to structure? _____

Are provisions for illumination desired? _____

Are there any unusual or complicating conditions? _____

Remarks _____

VI. RAILROAD DATA

1. Are there any railroad crossings? Yes_____ No_____

Name of Railroad _____
Existing Crossing Protection _____

2. Will existing railroad crossing be altered? _____

Remarks _____

VII. ACTION PLAN REQUIREMENTS

During project development for category 1, 2, and 3 projects, the city or county shall perform and document responsibilities as found indexed in the Oregon Action Plan, particularly Citizen Involvement and Participation; Environmental Aspects; and Public Hearing Requirements.

The OSHD Region Engineer will provide assistance, liaison and monitoring for these activities.

Responsible local office and party to be contacted for the following activities:

1. Citizen Involvement _____ Office
2. Environmental _____ Office
3. Public Hearing _____ Office

Remarks _____

VIII. CONTRACT PROVISIONS

1. Project preliminary engineering to be performed by:

Applicant_____ Consultant_____

2. Project construction engineering to be performed by:

Applicant_____ State X Consultant_____

3. Will applicant perform any work prior to or after award of contract?
Yes_____ No X
If "yes," describe briefly: _____

4. Applicant's estimate of cost for requested project:

| | |
|---|---|
| Roadway Work | $ 15,000 |
| Right-of-way costs (if participating) | |
| Traffic control | 50,000 |
| Illumination | |
| Structures | |
| Railroad | |
| Other_____ | |
| Preliminary engineering | 7,000 |
| PROJECT TOTAL | $ 72,000 |

Remarks_____

THIS APPLICATION IS AN OFFICIAL REQUEST FROM:

CITY OF Beaverton and/or Washington COUNTY

By Victor Kristich, Mayor By John Crosetti, Director of Public W

By_____ By_____

By_____

(1976)

Are sidewalk/bikeways desired: _____

Are any utilities to be attached to structure? _____

Are provisions for illumination desired? _____

Are there any unusual or complicating conditions? _____

Remarks _____

VI. RAILROAD DATA

1. Are there any railroad crossings? Yes _____ No _____

Name of Railroad _____
Existing Crossing Protection _____

2. Will existing railroad crossing be altered? _____

Remarks _____

VII. ACTION PLAN RESPONSIBILITY

During project development for Category 1, 2, and 3 projects, the city or county shall perform and document responsibilities as found indexed in the Oregon Action Plan, particularly Citizen Involvement and Participation; Environmental Aspects; and Public Hearing Requirements.

The OSHD Region Engineer will provide assistance, liaison and monitoring for these activities.

Responsible local office and party to be contacted for the following activities:

1. Citizen Involvement — [illegible], Director of Public Works
Office

2. Environmental — [illegible] First
Office

3. Public Hearing — [illegible], Oregon 97124
Office

Remarks _____

VIII. GENERAL [illegible]

1. Project preliminary engineering to be performed by:

Applicant _____ Consultant _____

2. Project construction engineering to be performed by:

Applicant_____ State X Consultant_____

3. Will applicant perform any work prior to or after award of contract?
Yes_____ No X
If "yes," describe briefly:_____

4. Applicant's estimate of cost for requested project:

| | |
|---|---|
| Roadway Work | $ 15,000 |
| Right-of-way costs (if participating) | |
| Traffic control | 50,000 |
| Illumination | |
| Structures | |
| Railroad | |
| Other_____ | |
| Preliminary engineering | 7,000 |
| PROJECT TOTAL | $ 72,000 |

Remarks_____

THIS APPLICATION IS AN OFFICIAL REQUEST FROM:

CITY OF Beaverton and/or Washington COUNTY

By Victor Ehlich, City Engineer

By_____

Signed by Jean Crockett

By Lee Crockett, Director of Public W

By_____

By_____

(1976)

2. Project construction engineering to be performed by:

Applicant_____ State__X_____ Consultant_____

3. Will applicant perform any work prior to or after award of contract?
Yes_____ No__X_____
If "yes," describe briefly: _____

4. Applicant's estimate of cost for requested project:

| | |
|---|---|
| Roadway Work | $ 15,000 |
| Right-of-way costs (if participating) | |
| Traffic control | 50,000 |
| Illumination | |
| Structures | |
| Railroad | |
| Other_____ | |
| Preliminary Engineering | 7,000 |
| PROJECT TOTAL | $ 72,000 |

Remarks _____

THIS APPLICATION IS AN OFFICIAL REQUEST FROM:

CITY OF Beaverton and/or Washington COUNTY

By Victor Ehrlich, Mayor By John Crockett, Director of Public W

By _____ By _____

By _____

CEDAR HILLS BLVD. @ WALKER ROAD

Left Turn Refuge, Signal Improvement

The request by Washington County is to replace the existing two-phase signal with a five-phase signal at the subject intersection. Also the project would include left turn lanes to be constructed on the east and west approach legs of Walker Road.

The proposed project would improve capacity, decrease accidents and delay time at this intersection.

The operation of the existing intersection is providing a very poor level of service during most of the day. The proposed project would reduce the congestion in the area. It is recommended the proposed project be approved.

TOM SCHWAB
Trans. Analysis Engineer

pq

Project Cedar Hills Boulevard at Walker Road

Agency Washington County Date January 29, 1979

Type of Project left turn refuges, signal improvement

Funds SOS (e(4)) FAUS FASC Title II HBR

The agreement on this project should provide for the following responsibilities where applicable:

| | N/A | State | Applicant | Consultant |
|---|---|---|---|---|
| Major PE | ( ) | (x) | ( ) | ( ) |
| Monitor PE | (x) | ( ) | ( ) | ( ) |
| Field Survey | ( ) | (x) | ( ) | ( ) |
| Prepare Environmental Statements | ( ) | ( ) | (x) | ( ) |
| Review & Process Envir. Statements | ( ) | (x) | ( ) | ( ) |
| Public Hearings | ( ) | ( ) | (x) | ( ) |
| Citizen Involvement | ( ) | ( ) | (x) | ( ) |
| Action Plan Requirements | ( ) | ( ) | (x) | ( ) |
| Preliminary Design Plans & Specs. | ( ) | (x) | ( ) | ( ) |
| Prepare for Contract Bids | ( ) | (x) | ( ) | ( ) |
| Advertise, Let and Award | ( ) | (x) | ( ) | ( ) |
| Major Construction Engineering | ( ) | (x) | ( ) | ( ) |
| Lab Testing, Final Checking | ( ) | (x) | ( ) | ( ) |
| Utility Responsibility | ( ) | (x) | ( ) | ( ) |
| Maintenance After Completion | ( ) | ( ) | (x) | ( ) |
| Signal Maintenance | ( ) | ( ) | (x) | ( ) |
| Power Consumption | ( ) | ( ) | (x) | ( ) |
| Local Match | ( ) | ( ) | (x) | ( ) |
| Provide for Right-of-way Agreement | | (Yes) | No | |

Construction by Contract (x) State Forces ( ) Local Forces ( )

Advance Deposit Required PE (x) Construction (x) N/A ( )

State will Advertise, Let and Award All Contracts

State will Monitor Preliminary Engineering and Construction Activities for Federal Compliance

Remarks:

PROJECT INFORMATION SHEET
(to be submitted with the project request)

Section Cedar Hills Boulevard at Walker Road Date January 29. 1979

Highway County Roads County Washington

Existing Facility

Access control? none parking restrictions? complete
Airport within 2 miles? no name
Water development in the area? none involved
Recreation areas " "
Historical areas " "

Roadway: no. lanes 4-Cedar Hills Boulevard 2-Walker Road paved shoulders? one side of Walker Road
pavement width 42'-48' on Walker Road, 48'-60' on Cedar Hills Boulevard

Structures: MP description
none involved

Signals: location Cedar Hills Boulevard at Walker Road (2 phase)

Descriptions of adjacent sections

end: see roadway information above
end:

Railroad crossings

Name of railroad none involved no. of tracks
Number of trains no. of hi-speed trains
Present protection
Proposed protection
Railroad benefits

1980 NE Columbia Blvd.-NE Weid- 9167
ler St. Unit 3 Sec. of Pac. Hwy. E.
in Ptld. (Gr., pav., sig., ill. & sig.)

No. 2-152-5L
MCGREGOR, TX

C of A
6286
(See: 9062
1-30-79

(ORIGINAL)

CONT #9167

FORM APPROVED BY COMPTROLLER GENERAL, U.S. MAY 12, 1966

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

**VOUCHER FOR WORK PERFORMED UNDER PROVISIONS OF THE FEDERAL AID AND FEDERAL HIGHWAY ACTS, AS AMENDED**

STATE VOUCHER NO.

FHWA VOUCHER NO.

APPROPRIATION

FHWA SCHEDULE NO.

THE UNITED STATES, DR., TO *(Insert official or depositary named in project agreement)*

TREASURER OF THE STATE OF OREGON

ADDRESS

CAPITOL BUILDING
SALEM, OREGON 97310

PAID BY

*(For use of Paying Office)*

STATE

OREGON

VOUCHER TYPE *(Check Appropriate Block)*

☐ CURRENT BILLING

VOUCHER PERIOD

FROM 6/ 4/80 Revised

TO 3/30/84

☐ OTHER PROGRESS

☑ FINAL VOUCHER (*)

FEDERAL AID PROJECT NO.

IX-9809(6)

*(*) Use Form FHWA-1447 for Final Voucher for a project constructed under certification acceptance or secondary road procedures (23 U.S.C. 117).*

| | TOTAL ACTUAL COST | TOTAL PARTICIPATING COST | PRO-RATA OF PARTICIPATING COST CLAIMED FROM U.S. | TOTAL AMOUNT CLAIMED FROM U.S. | LESS PREVIOUS PAYMENTS | NET AMOUNT CLAIMED |
|---|---|---|---|---|---|---|
| 823 | 49,185.14 | 49,165.06 | 85% | 41,790.30 | 41,790.30 | $ 0.00 |
| 823 | 2,805,483.97 | 2,792,526.73 | 85% | ~~2,373,652.82~~ 2373647.72 | ~~2,373,652.82~~ 2373647.72 | $ 0.00 |
| | 2,854,669.11 | 2,841,691.79 | 85% | ~~2,415,443.12~~ 2415438.02 | ~~2,415,443.12~~ 2415438.02 | $ 0.00 |

*I certify that the costs shown in this voucher have been incurred in accordance with terms of project agreements; applicable State and Federal laws or regulations; and that no claim has previously been submitted for costs claimed.*

| STATE HIGHWAY AGENCY | DATE | SIGNATURE OF AUTHORIZED OFFICIAL |
|---|---|---|
| OREGON | 1/8/86 | CONTROLLER |

*I certify that supporting records for costs claimed, and the referenced project (if applicable), have been subjected to required reviews, approvals and inspections by the Federal Highway Administration and that the amount approved is justly due.*

PROGRAM SECTION

MANAGER ..... RESOURCE UNIT ...

AUDIT ...

REFER ...

R/D ____ ACT ____ REPLY ____

DISC ____ INFO ____ FILE ____

SIGNATURE OF FHWA REPRESENTATIVE

*(SIGN ORIGINAL ONLY)*

DATE APPROVED

| | |
|---|---|
| AMOUNT SUBMITTED | $ 0.00 |
| ADJUSTMENTS | |
| AMOUNT APPROVED | |

FORM PR-20
(REV. 5-78)

PREVIOUS EDITIONS ARE OBSOLETE

(ORIGINAL)

FORM APPROVED BY COMPTROLLER GENERAL, U.S. MAY 12, 1966

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

STATE VOUCHER NO.

FHWA VOUCHER NO.

**VOUCHER FOR WORK PERFORMED UNDER PROVISIONS OF THE FEDERAL AID AND FEDERAL HIGHWAY ACTS, AS AMENDED**

APPROPRIATION

FHWA SCHEDULE NO.

THE UNITED STATES, DR., TO *(Insert official or depositary named in project agreement)*

TREASURER OF THE STATE OF OREGON

ADDRESS

CAPITOL BUILDING
SALEM, OREGON 97310

PAID BY

*(For use of Paying Office)*

STATE

OREGON

VOUCHER TYPE *(Check Appropriate Block)*

☐ CURRENT BILLING

VOUCHER PERIOD

FROM 6/ 4/80

TO 3/30/84

☐ OTHER PROGRESS

☑ FINAL VOUCHER (*)

FEDERAL AID PROJECT NO.

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|---|---|---|---|---|---|---|
| 823 | 49,185.14 | 49,165.06 | 85% | 41,790.30 | 41,790.30 | $ 0.00 |
| 823 | 2,805,483.97 | 2,792,526.73 | 85% | 2,373,652.82 | 2,373,652.82 | $ 0.00 |
| | 2,854,669.11 | 2,841,691.79 | 85% | 2,415,443.12 | 2,415,443.12 | $ 0.00 |

*I certify that the costs shown in this voucher have been incurred in accordance with terms of project agreements; applicable State and Federal laws or regulations; and that no claim has previously been submitted for costs claimed.*

STATE HIGHWAY AGENCY

DATE 1/8/86

SIGNATURE OF AUTHORIZED OFFICIAL

OREGON

CONTROLLER

*I certify that supporting records for costs claimed, and the referenced project (if applicable), have been subjected to required reviews, approvals and inspections by the Federal Highway Administration and that the amount approved is justly due.*

AMOUNT SUBMITTED $ 0.00

ADJUSTMENTS

AMOUNT APPROVED

SIGNATURE OF FHWA REPRESENTATIVE

*(SIGN ORIGINAL ONLY)*

DATE APPROVED

FORM PR-20
(REV. 5-78)

PREVIOUS EDITIONS ARE OBSOLETE

**STATEMENT OF COSTS INCURRED UNDER PROJECT AGREEMENT**

| ITEM NO. | ITEM | QUANITY | UNIT | UNIT PRICE | AMOUNT | NOTATIONS *(Payee must not use this column)* |
|---|---|---|---|---|---|---|
| | N.E. COLUMBIA BLVD. - N.E. WEIDLER SECTION<br>PACIFIC HIGHWAY EAST (UNIT 3)<br>MULTNOMAH COUNTY | | | | | |
| | Construction<br>Type Code 6205<br>Roadway (Sta. 21+50 to Sta. 78+80)<br>Final Contract Payment Summary | LUMP SUM | | | 1,643,200.25 | |
| SFO #1 | Relocate and adjust water valves, hydrant, and drinking fountain (City of Portland) | ALL REQUIRED | | | 31,857.51 | |
| SFO #2 | Temporary and pavement striping (State) | ALL REQUIRED | | | 3,953.05 | |
| SFO #4 | Furnish water during establishment perioc (City of Portland) | ALL REQUIRED | | | 177.49 | |
| SFO #5 | Install water services for irrigation system (City of Portland) | ALL REQUIRED | | | 1,743.00 | |
| SFO #6 | Furnish and place trash receptacles (City of Portland) | ALL REQUIRED | | | 278.53 | |
| SFO #7 | Install survey monument boxes in pavement (City of Portland) | ALL REQUIRED | | | 230.00 | |
| SFO #8 | Install thermoplastic crosswalks (City of Portland) | ALL REQUIRED | | | 4,325.95 | |
| SFO #9 | Install (RB-9b 24"x36) signal (State) | ALL REQUIRED | | | 533.75 | |
| SFO #3 | Furnishing and planting oak trees in median area (City of Portland) | ALL REQUIRED | | | 3,592.27 | |
| | TOTAL PARTICIPATING TYPE CODE 6205 (ROADWAY) | | | | 1,689,891.81 | |
| | Type Code Y 030<br>Illumination (Sta. 21+50 to Sta. 78+80)<br>Final Contract Payment Summary | LUMP SUM | | | 554,197.65 | |
| | Type Code Y031<br>Traffic Signals (Sta. 21+50 to Sta. 78+80)<br>Final Contract Payment Summary | LUMP SUM | | | 326,447.06 | |
| | TOTAL PARTICIPATING CONSTRUCTION | | | | 2,570,536.52 | |
| | Construction Engineering<br>Work of City of Portland | ALL REQUIRED | | | 9,280.11 | |
| | State | ALL REQUIRED | | | 260,494.96 | |
| | TOTAL PARTICIPATING CONSTRUCTION ENGINEERING | | | | 269,775.07 | |

AMOUNT CARRIED FORWARD .....

FORM PR-20B (REV. 5-66)
FORM APPROVED BY COMPTROLLER GENERAL, U.S. MAY 12, 1966
IN LIEU OF SF-1166

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

# STATEMENT OF COSTS INCURRED UNDER PROJECT AGREEMENT

*(PPM 30-6)*

FEDERAL AID PROJECT

STATE: OREGON

COUNTY: MARION

NUMBER

SECTION

| ITEM NO. | ITEM | QUANTITY | UNIT | UNIT PRICE | AMOUNT | NOTATIONS (Payee must not use this column) |
|---|---|---|---|---|---|---|
| | Misc. Project Cost | | | | | |
| | Audit Expense | ALL REQUIRED | | | 828.97 | |
| | EEO Monitoring Expense | ALL REQUIRED | | | 551.23 | |
| | TOTAL MISC. PROJECT COST | | | | 1,380.20 | |
| | TOTAL PARTICIPATING PROJECT COST | | | | **2,841,691.79** | |
| | Non Participating Project Cost | | | | | |
| | Final Contract Payment Summary | LUMP SUM | | | 10,658.74 | |
| | Construction Engineering | ALL REQUIRED | | | 2,318.58 | |
| | TOTAL NON PARTICIPATING PROJECT COST | | | | 12,977.32 | |
| | TOTAL PROJECT COST | | | | 2,854,669.11 | |

Prepared based on the participating cost as shown on the Federal Billing as of 12/24/85.

PREVIOUS EDITIONS ARE OBSOLETE

USCOMM-DC 27329-P66

## STATEMENT OF COSTS INCURRED UNDER PROJECT AGREEMENT

| ITEM NO. | ITEM | QUANTITY | UNIT | UNIT PRICE | AMOUNT | NOTATIONS *(Payee must not use this column)* |
|---|---|---|---|---|---|---|
| | | | | | | |
| | | | | | | |
| | | | | | | |

| DESCRIPTION | PREFIX | FUNCTION | SUB F | GR | CURRENT MONTH | FISCAL YEAR TO DATE | GRAND TOTAL TO DATE | ACTIVE YRS BEG | ACTIVE YRS END |
|---|---|---|---|---|---|---|---|---|---|
| | 026 | 1004 | 920 | 00 P 1 | | | 270 92 | 79 | 82 |
| | 026 | 1004 | 945 | 00 P 1 | | | 11 94 | 81 | 81 |
| | 026 | 1004 | 948 | 00 P 1 | | | 134 53 | 81 | 81 |
| | | | TOT | P1 | | | 150,977 42 | | |
| | | | TOT | N1 | | | 5 03 | | |
| | | | ** JOB TOTALS ** | | ** | ** | 150,982 45 ** | | |
| NE COL BLVD-NE WEIDLER ST | CONT NO 9062 * FA PROJ NOS XI 9809005 100 | | | | | | | | STATE |
| | 026 | 1008 | 201 | 00 P 1 | | | 3,729,554 27 | 80 | 87 |
| | 026 | 1008 | 201 | 00 N 1 | | | 2,316 91 | 81 | 82 |
| | 026 | 1008 | 205 | 03 P 1 | 1,341 37 | | | 84 | 85 |
| | 026 | 1008 | 207 | 04 P 1 | | | 6 18 | 82 | 82 |
| | 026 | 1008 | 207 | 04 N 1 | | | 6 00CR | 83 | 83 |
| | 026 | 1008 | 208 | 00 N 1 | | | 57 33CR | 83 | 83 |
| | 026 | 1008 | 220 | 02 P 1 | | | 9,028 76 | 80 | 82 |
| | 026 | 1008 | 240 | 03 P 1 | 1,203 38CR | 25,624 05 | 25,624 05 | 84 | 85 |
| | 026 | 1008 | 270 | 04 P 1 | | | 5,401 39 | 80 | 82 |
| | 026 | 1008 | 270 | 04 N 1 | | | 6 18CR | 82 | 82 |
| | 026 | 1008 | 270 | 05 N 1 | | | 560 08 | 81 | 81 |
| | 026 | 1008 | 270 | 06 P 1 | | | 298 60 | 81 | 82 |
| | 026 | 1008 | 270 | 07 P 1 | | | 3,251 19 | 82 | 82 |
| | 026 | 1008 | 270 | 08 P 1 | | | 345 00 | 83 | 83 |
| | 026 | 1008 | 270 | 09 P 1 | | | 4,838 50 | 83 | 83 |
| | 026 | 1008 | 270 | 10 P 1 | | | 332 44 | 84 | 84 |
| | 026 | 1008 | 285 | 01 P 1 | | | 21,892 41 | 80 | 81 |
| | 026 | 1008 | 295 | 00 N 9 | | | 130,000 00 | 83 | 83 |
| | 026 | 1008 | 296 | 00 N 9 | | 22,020 60CR | 3,660,453 84CR | 80 | 85 |
| | 026 | 1008 | 298 | 00 N 9 | | 22,020 60 | 3,530,453 84 | 80 | 85 |
| | 026 | 1008 | 900 | 00 P 1 | | | 322,023 70 | 79 | 83 |
| | 026 | 1008 | 900 | 00 N 1 | | | 3,718 60 | 82 | 83 |
| | 026 | 1008 | 903 | 00 P 1 | | | 18,071 66 | 81 | 84 |
| | 026 | 1008 | 915 | 00 P 1 | 108 60 | 300 17 | 1,272 41 | 80 | 85 |
| | 026 | 1008 | 920 | 00 P 1 | | | 256 42 | 80 | 85 |
| | 026 | 1008 | 928 | 00 N 1 | | | 57 33 | 80 | 83 |
| | 026 | 1008 | 940 | 00 P 1 | | | 1,827 14 | 81 | 82 |
| | 026 | 1008 | 941 | 00 P 1 | | | 200 76 | 81 | 82 |
| | 026 | 1008 | 944 | 00 P 1 | | | 2,546 35 | 81 | 82 |
| | 026 | 1008 | 945 | 00 P 1 | | | 1,999 30 | 81 | 82 |
| | 026 | 1008 | 946 | 00 P 1 | | | 168 99 | 81 | 82 |
| | 026 | 1008 | 948 | 00 P 1 | | 7 84 | 150 22 | 81 | 85 |
| | 026 | 1008 | 950 | 00 P 1 | | | 1,430 31 | 80 | 82 |
| | 026 | 1008 | 960 | 00 N 1 | | | 496 94 | 80 | 82 |
| | 026 | 1008 | 985 | 00 P 1 | | | 3,360 69 | 79 | 84 |
| | | | TOT | P1 | 246 59 | 25,932 06 | 4,153,721 70 | | |
| | | | TOT | N1 | | | 2,080 35 | | |
| | | | ** JOB TOTALS ** | | 246 59 ** | 25,932 06 ** | 4,160,802 05 ** | | |
| NE COL BLVD-NE WEIDLER ST | CONT NO 9167 * FA PROJ NOS XI 9809006 99 | | | | | | XI 9809006 01 | | STATE |
| | 026 | 1010 | 201 | 00 P 1 Pay Cont. | | 7,200 000P | 2,477,277 16 | 80 | 84 |

ACCOUNT SUMMARY - EXPENDITURES & LEDGERS — JUNE 1985 — 

| DESCRIPTION | PREFIX | FUNCTION | SUB | F. | GR | CURRENT MONTH | FISCAL YEAR TO DATE | GRAND TOTAL TO DATE | ACTIVE REC BEG | ACTIVE REC END |
|---|---|---|---|---|---|---|---|---|---|---|
| | 026 | 1010 | 201 | 00 | P 8 | Pay Contr. | | 46,567 80 | | |
| | 026 | 1010 | 201 | 00 | N 1 | " " | | 10,658 74 | | |
| | 026 | 1010 | 203 | 00 | P 1 | | 7,200 00 | | | |
| | 026 | 1010 | 205 | 03 | P 1 | Retainage | 204 14CR | 204 14CR | | |
| | 026 | 1010 | 207 | 02 | N 1 | Interest on Inv. | | 33 | | |
| | 026 | 1010 | 208 | 00 | N 1 | Refund for Reimburse | | 2,600CR | | |
| | 026 | 1010 | 208 | 00 | N 8 | | | 2,600 | | |
| | 026 | 1010 | 270 | 00 | N 1 | | 4 85CR | | | |
| | 026 | 1010 | 270 | 01 | P 1 | | 4 85CR | | | |
| | 026 | 1010 | 270 | 01 | N 1 | | 4 85 | | | |
| | 026 | 1010 | 270 | 02 | P 1 | SF " 2 | 41 | 3,953 05 | | |
| | 026 | 1010 | 270 | 02 | N 1 | " " 2 | 41CR | 41CR | | |
| | 026 | 1010 | 270 | 03 | P 1 | " " 3 | 4,082 74 | 4,082 74 | | |
| | 026 | 1010 | 270 | 04 | P 1 | " " 4 | 13 65 | 173 49 | | |
| | 026 | 1010 | 270 | 04 | N | | 3 80CR | | | |
| | 026 | 1010 | 270 | 05 | P 1 | SF " 5 | | 3,747 20 | | |
| | 026 | 1010 | 270 | 06 | P 1 | " " 6 | | | | |
| | 026 | 1010 | 270 | 07 | P 1 | | | | | |
| | 026 | 1010 | 270 | 08 | P 1 | " 8 | 27 48CR | 4 | | |
| | 026 | 1010 | 270 | 09 | P 1 | " 9 | 27 48 | | | |
| | 026 | 1010 | 295 | 01 | P 1 | " 1 | | | | |
| | 026 | 1010 | 295 | 00 | N 9 | To Cash | | | | |
| | 026 | 1010 | 296 | 00 | N 9 | " " | 1 50CR | | | |
| | 026 | 1010 | 298 | 00 | N 9 | Cash | 1 50 | | | |
| | 026 | 1010 | 900 | 00 | P 1 | Interest 84 18 | 84 18 | | | |
| | 026 | 1010 | 900 | 00 | P 8 | " .85 | 85 | | | |
| | 026 | 1010 | 900 | 00 | N 1 | | | | | |
| | 026 | 1010 | 900 | 00 | N 8 | | | | | |
| | 026 | 1010 | 903 | 00 | P 1 | Misc Rec Cons | | | | |
| | 026 | 1010 | 915 | 00 | P 1 | Interest 107 51 | 302 55 | 825 | | |
| | 026 | 1010 | 915 | 00 | P 8 | " 1 09 | 2 39CR | 30 | | |
| | 026 | 1010 | 920 | 00 | P 1 | Prop. Sale | | 12 | | |
| | 026 | 1010 | 920 | 00 | P 8 | | | 1 | | |
| | 026 | 1010 | 928 | 00 | N 1 | Misc Rec Int | | 59 | | |
| | 026 | 1010 | 928 | 00 | N 8 | | | 4 | | |
| | 026 | 1010 | 940 | 00 | P 1 | Indem Bonds | | 4,171 | | |
| | 026 | 1010 | 940 | 00 | P 8 | | | 40 | | |
| | 026 | 1010 | 941 | 00 | P 1 | Bond " | | 4,000 | | |
| | 026 | 1010 | 941 | 00 | P 8 | | | 40 | | |
| | 026 | 1010 | 944 | 00 | P 1 | Teen Services | | 1,000 | | |
| | 026 | 1010 | 944 | 00 | P 8 | | | | | |
| | 026 | 1010 | 945 | 00 | P 1 | Forest Fee | | 1,500 | | |
| | 026 | 1010 | 945 | 00 | P 8 | | | 5 | | |
| | 026 | 1010 | 946 | 00 | P 1 | Reg. Park | | 10 | | |
| | 026 | 1010 | 946 | 00 | P 8 | | | 1 | | |
| | 026 | 1010 | 948 | 00 | P 1 | Gen. Const. Engr. | 76 | 284 | | |
| | 026 | 1010 | 948 | 00 | P 8 | | 00 | 1 | | |
| | 026 | 1010 | 960 | 00 | N 1 | | | 1,000 | | |
| | 026 | 1010 | 960 | 00 | N 8 | | | 5 | | |

ACCOUNT SUMMARY - EXPENDITURES & LEDGERS — JUNE 1985 — PAGE 116

| DESCRIPTION | PREFIX | FUNCTION | SUB | F. | GR | CURRENT MONTH | FISCAL YEAR TO DATE | GRAND TOTAL TO DATE | ACTIVE BEG | ACTIVE END |
|---|---|---|---|---|---|---|---|---|---|---|
| | 026 1010 | 985 | 00 | P | 1 | EEO Monitoring | | 545.22 | | |
| | 026 1010 | 985 | 00 | P | 8 | " " | | 5 51 | | |
| | | TOT | P1 | | | 191.69 | 4,282.30 | 2,792.31 05 | | |
| | | TOT | P8 | | | 1.94 | 1,460P | 49 155.05 | | |
| | | TOT | N1 | | | | 9 210P | 14 026 [illegible] 12957.27 | | |
| | | TOT | N8 | | | | | 30 [illegible] 20 05 | | |
| | | ** JOB TOTALS ** | | | | 193.63 ** | 4,271.63 ** | 2,856 025 [illegible] ** | | |
| | | | | | | | | 2,854,955.44 | | |
| SE POWELL BLVD LOTS A&B | CONT NO 9182 & FA PROJ NOS X1 0024024 100 | | | | | | | | STATE | |
| | 026 1011 | 201 | 00 | P | 1 | | | 54 264 66 | | |
| | 026 1011 | 203 | 00 | P | 1 | | | 3 190 00CP | | |
| | 026 1011 | 206 | 00 | N | 1 | | | 5 48 | | |
| | 026 1011 | 295 | 00 | N | 9 | | | 3 035 17 | | |
| | 026 1011 | 296 | 00 | N | 9 | | | 51 446 48CP | | |
| | 026 1011 | 298 | 00 | N | 9 | | | 46 421 21 | | |
| | 026 1011 | 900 | 00 | P | 1 | | | 1 044 41 | | |
| | 026 1011 | 900 | 00 | N | 1 | | | 4 16 | | |
| | 026 1011 | 915 | 00 | P | 1 | | | 20 [illegible] | | |
| | 026 1011 | 920 | 00 | P | 1 | | | 54 [illegible] | | |
| | 026 1011 | 940 | 00 | P | 1 | | | 214 51 | | |
| | 026 1011 | 941 | 00 | P | 1 | | | [illegible] | | |
| | 026 1011 | 944 | 00 | P | 1 | | | [illegible] | | |
| | 026 1011 | 945 | 00 | P | 1 | | | [illegible] | | |
| | 026 1011 | 948 | 00 | P | 1 | | | [illegible] | | |
| | | TOT | P1 | | | | | 55 [illegible] | | |
| | | TOT | N1 | | | | | [illegible] | | |
| | | ** JOB TOTALS ** | | | | ** | ** | 52 446 40 ** | | |
| SW BANCROFT ST-SELLWOOD BR | CONT NO 9183 & FA PROJ NOS X1 9565012 100 X10 9565012 | | | | | | | | STATE | |
| | 026 1012 | 201 | 00 | P | 1 | | 10 350 00CP | [illegible] | | |
| | 026 1012 | 201 | 00 | P | 2 | | | 440 110 20 | | |
| | 026 1012 | 201 | 00 | N | 1 | | | 202 004 40 | | |
| | 026 1012 | 203 | 00 | P | 1 | | 10 350 00 | | | |
| | 026 1012 | 206 | 00 | N | 1 | | | 45 35 | | |
| | 026 1012 | 208 | 00 | N | 1 | | | 4 [illegible]CP | | |
| | 026 1012 | 270 | 00 | P | 1 | | 233 61 | | | |
| | 026 1012 | 270 | 02 | P | 1 | | | [illegible] | | |
| | 026 1012 | 270 | 04 | P | 1 | | 687 90 | 10 [illegible] 00 | | |
| | 026 1012 | 270 | 06 | N | 1 | | 90 [illegible]CP | | | |
| | 026 1012 | 270 | 08 | P | 1 | | | 15 [illegible] 91 | | |
| | 026 1012 | 270 | 09 | P | 1 | | 5 19CP | [illegible] | | |
| | 026 1012 | 285 | 01 | P | 1 | | | [illegible] | | |
| | 026 1012 | 285 | 07 | P | 1 | | | [illegible] | | |
| | 026 1012 | 285 | 09 | P | 1 | | | [illegible] | | |
| | 026 1012 | 290 | 11 | N | 1 | | 1 340 25CP | [illegible] | | |
| | 026 1012 | 291 | 06 | P | 1 | | | [illegible] | | |
| | 026 1012 | 291 | 07 | N | 1 | | | 145 [illegible] | | |

FEDERAL APPROPRIATION: 823

| AGREEMENT EA/SUBJOB | TOTAL COSTS TO DATE | AMOUNT PREV CLAIMED | --PARTICIPATION-- AMOUNT | PERCENT | AGREEMENT AMOUNT | FEDERAL SHARE | -ADJUSTMENT- AMOUNT | CODE | VOUCHER AMOUNT |
|---|---|---|---|---|---|---|---|---|---|
| FEDERAL PROJECT: XI -9809-006 | | | | | | | | | |
| ********** | | | | | | | | | |
| F00771 | | | | | | | | | |
| C0262560-000 | 66.21- | .11- | 66.21- | | | | | | |
| C0262560-010 | 27,051.27 | .00 | .00 | | | | | | |
| C0262560-011 | 242,554.09 | 206,114.81 | 242,554.09 | | | | | | |
| AGREEMENT TOTALS | 269,539.15 | 206,114.70 | 242,487.88 | 85.00 | 206,114.70 | 206,114.70 | .00 | | .00 |
| FED PROJ TOTALS | 269,539.15 | 206,114.70 | 242,487.88 | | 206,114.70 | 206,114.70 | .00 | | .00 |
| FEDERAL PROJECT: XI -9809-005 | | | | | | | | | |
| ********** | | | | | | | | | |
| F00637 | | | | | | | | | |
| C09062 -001 | 12.18 | .00 | .00 | | | | | | |
| C09062 -010 | 6,583.41 | .00 | .00 | | | | | | |
| C09062 -011 | 4,152,279.21 | 3,529,437.32 | 4,152,279.21 | | | | | | |
| AGREEMENT TOTALS | 4,158,874.80 | 3,529,437.32 | 4,152,279.21 | 85.00 | 3,529,437.32 | 3,529,437.33 | .01 | B | .00 |
| FED PROJ TOTALS | 4,158,874.80 | 3,529,437.32 | 4,152,279.21 | | 3,529,437.32 | 3,529,437.33 | .01 | B | .00 |
| FEDERAL PROJECT: XI -9809-006 | | | | | | | | | |
| ********** | | | | | | | | | |
| F00638 | | | | | | | | | |
| C09167 -000 | 81.38- | .06- | 283.47- | | | | | | |
| C09167 -010 | 12,957.24 | .00 | .00 | | | | | | |
| C09167 -011 | 2,792,813.06 | 2,373,650.21 | 2,792,813.06 | | | | | | |
| AGREEMENT TOTALS | 2,805,688.92 | 2,373,650.15 | 2,792,529.59 | 85.00 | 2,373,650.15 | 2,373,650.15 | .00 | | .00 |
| F00639 | | | | | | | | | |
| C09167 -000 | .81- | .00 | 2.86- | | | | | | |
| C09167 -080 | 20.08 | .00 | .00 | | | | | | |
| C09167 -081 | 49,165.06 | 41,787.87 | 49,165.06 | | | | | | |
| AGREEMENT TOTALS | 49,184.33 | 41,787.87 | 49,162.20 | 85.00 | 41,787.87 | 41,787.87 | .00 | | .00 |
| FED PROJ TOTALS | 2,854,873.25 | 2,415,438.02 | 2,841,691.79 | | 2,415,438.02 | 2,415,438.02 | .00 | | .00 |
| FEDERAL PROJECT: XI -9867-001 | | | | | | | | | |
| ********** | | | | | | | | | |
| F02316 | | | | | | | | | |

OREGON DEPARTMENT OF TRANSPORTATION
JOB COST SUMMARY BY EA/SUBJOB
AS OF 12/31/87

02 HIGHWAY DIVISION

C09167 -000 NE COL BLVD-NE WEIDLER ST — EA TYPE : 05 RECONSTRUCTION ON EXISTING ROUTE
EA STATUS: 04 PROJECT IN CONSTRUCTION PHASE — RESP UNIT: 8017 PROJECT MANAGER-8017-METRO R — TOTAL: GRAND

| | BUDGET | CURRENT MONTH | TOTAL-TO-DATE | PCT OF BUDGET | ENCUMBRANCE |
|---|---|---|---|---|---|
| EXPENDITURES | | | | | |
| EXPENDITURE REIMBURSEMENTS | | | | | |
| OBJ: 558 INTRA-AGENCY-EXPENDITURE REIMBURSEM | | | 286.33- | | |
| TOTAL EXPENDITURES | | | 286.33- | | |
| REVENUES | | | | | |
| 843000 FEDERAL REVENUES AS OTHER FUNDS | | | | | |
| 14 FEDERAL AID - INTERSTATE TRANSFER | | | .06- | | |
| TOTAL REVENUES | | | .06- | | |

OREGON DEPARTMENT OF TRANSPORTATION
JOB COST SUMMARY BY EA/SUBJOB
AS OF 12/31/87

02 HIGHWAY DIVISION

C09167 -010 NE COL BLVD-NE WEIDLER ST — EA TYPE : 05 RECONSTRUCTION ON EXISTING ROUTE
EA STATUS: 04 PROJECT IN CONSTRUCTION PHASE — RESP UNIT: 8017 PROJECT MANAGER-8017-METRO R — TOTAL: GRAND

| | BUDGET | CURRENT MONTH | TOTAL-TO-DATE | PCT OF BUDGET | ENCUMBRANCE |
|---|---|---|---|---|---|
| EXPENDITURES | | | | | |
| PRIOR TO JULY 1, 1985 EXPENDITURES | | | 14,026.75 | | |
| NO ACTIVITY CODE BY CHG UNIT & OBJ-DTL | | | | | |
| UNIT TITLE OBJ DESC | | | | | |
| 8017 PROJECT MANAGER-80 016 PERSONAL LEAVE | | | 1,069.51- | | |
| TOTAL EXPENDITURES | | | 12,957.24 | | |
| REVENUES | | | | | |
| PRIOR TO JULY 1, 1985 REVENUES | | | 440,000.00 | | |
| TOTAL REVENUES | | | 440,000.00 | | |

REPORT FMRP224-1

OREGON DEPARTMENT OF TRANSPORTATION
JOB COST SUMMARY BY EA/SUBJOB
AS OF 12/31/87

02 HIGHWAY DIVISION

C09167 -011 NE COL BLVD-NE WEIDLER ST — EA TYPE : 05 RECONSTRUCTION ON EXISTING ROUTE
EA STATUS: 04 PROJECT IN CONSTRUCTION PHASE — RESP UNIT: 8017 PROJECT MANAGER-8017-METRO R — TOTAL: GRAND

| | BUDGET | CURRENT MONTH | TOTAL-TO-DATE | PCT OF BUDGET | ENCUMBRANCE |
|---|---|---|---|---|---|
| EXPENDITURES | | | | | |
| PRIOR TO JULY 1, 1985 EXPENDITURES | | | 2,792,813.06 | | |
| TOTAL EXPENDITURES | | | 2,792,813.06 | | |
| REVENUES | | | | | |
| PRIOR TO JULY 1, 1985 REVENUES | | | 2,373,891.10 | | |
| 843000 FEDERAL REVENUES AS OTHER FUNDS 14 FEDERAL AID - INTERSTATE TRANSFER | | | 240.89- | | |
| TOTAL REVENUES | | | 2,373,650.21 | | |

OREGON DEPARTMENT OF TRANSPORTATION
JOB COST SUMMARY BY EA/SUBJOB
AS OF 12/31/87

02 HIGHWAY DIVISION

C09167 -080 NE COL BLVD-NE WEIDLER ST — EA TYPE : 05 RECONSTRUCTION ON EXISTING ROUTE
EA STATUS: 04 PROJECT IN CONSTRUCTION PHASE — RESP UNIT: 8017 PROJECT MANAGER-8017-METRO R — TOTAL: GRAND

| | BUDGET | CURRENT MONTH | TOTAL-TO-DATE | PCT OF BUDGET | ENCUMBRANCE |
|---|---|---|---|---|---|
| EXPENDITURES | | | | | |
| PRIOR TO JULY 1, 1985 EXPENDITURES | | | 30.89 | | |
| NO ACTIVITY CODE BY CHG UNIT & OBJ-DTL | | | | | |
| UNIT TITLE OBJ DESC | | | | | |
| 8017 PROJECT MANAGER-80 016 PERSONAL LEAVE | | | 10.81- | | |
| TOTAL EXPENDITURES | | | 20.08 | | |

OREGON DEPARTMENT OF TRANSPORTATION
JOB COST SUMMARY BY EA/SUBJOB
AS OF 12/31/87

02 HIGHWAY DIVISION

C09167 -081 NE COL BLVD-NE WEIDLER ST — EA TYPE : 05 RECONSTRUCTION ON EXISTING ROUTE
EA STATUS: 04 PROJECT IN CONSTRUCTION PHASE — RESP UNIT: 8017 PROJECT MANAGER-8017-METRO R — TOTAL: GRAND

| | BUDGET | CURRENT MONTH | TOTAL-TO-DATE | PCT OF BUDGET | ENCUMBRANCE |
|---|---|---|---|---|---|
| EXPENDITURES | | | | | |
| PRIOR TO JULY 1, 1985 EXPENDITURES | | | 49,165.06 | | |
| TOTAL EXPENDITURES | | | 49,165.06 | | |
| REVENUES | | | | | |
| PRIOR TO JULY 1, 1985 REVENUES | | | 41,790.30 | | |
| 843000 FEDERAL REVENUES AS OTHER FUNDS 14 FEDERAL AID - INTERSTATE TRANSFER | | | 2.43- | | |
| TOTAL REVENUES | | | 41,787.87 | | |

REPORT FMRP224-1

OREGON DEPARTMENT OF TRANSPORTATION
JOB COST SUMMARY BY EA/SUBJOB
AS OF 12/31/87

02 HIGHWAY DIVISION

C09167 - NE COL BLVD-NE WEIDLER ST — EA TYPE : 05 RECONSTRUCTION ON EXISTING ROUTE — TOTAL: GRAND
EA STATUS: 04 PROJECT IN CONSTRUCTION PHASE — RESP UNIT: 8017 PROJECT MANAGER-8017-METRO R

| | BUDGET | CURRENT MONTH | TOTAL-TO-DATE | PCT OF BUDGET | ENCUMBRANCE |
|---|---|---|---|---|---|
| EXPENDITURES | | | | | |
| PRIOR TO JULY 1, 1985 EXPENDITURES | | | 2,856,035.76 | | |
| NO ACTIVITY CODE BY CHG UNIT & OBJ-DTL UNIT TITLE OBJ DESC | | | | | |
| 8017 PROJECT MANAGER-80 016 PERSONAL LEAVE | | | 1,080.32- | | |
| EXPENDITURE REIMBURSEMENTS | | | | | |
| OBJ: 558 INTRA-AGENCY-EXPENDITURE REIMBURSEM | | | 286.33- | | |
| TOTAL EXPENDITURES | | | 2,854,669.11 | | |
| REVENUES | | | | | |
| PRIOR TO JULY 1, 1985 REVENUES | | | 2,855,681.40 | | |
| 843000 FEDERAL REVENUES AS OTHER FUNDS | | | | | |
| 14 FEDERAL AID - INTERSTATE TRANSFER | | | 243.38- | | |
| TOTAL REVENUES | | | 2,855,438.02 | | |

r11

OSHD (Coulte_)

STATE COPY

U.S. DEPARTMENT OF TRANSPORTATION
FEDF HIGHWAY ADMINISTRATION

**FINAL ACCEPTANCE REPORT**

| REGION NO. | REPORT NO. | COUNTY | DIVISION |
|---|---|---|---|
| 10 | 3 | Multnomah | Oregon |
| **DATE OF REPORT** | **REPORT MADE BY** | | **PROJECT NO.** |
| 11/8/83 | T. P. Lowe, Area Engineer | | IX-9809(6) |
| **COMPLETION DATE** | **ACCEPTANCE DATE BY CONTRACT AGENCY** | **TIME ELAPSED** | **CONTRACT TIME** |
| 11/27/81 | 2/3/83 | 104 % | 375 cd |
| **APPROVED EXTENSIONS** | **LOCATION** | | |
| 16 | See Below | | |

*The PR-47, Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds, has been submitted.

*A copy of the State's materials certificate is attached to the Division office copy of this report.
There is compliance with section 1.23 of the Regulations pertaining to encroachments on the right-of-way.

**REMARKS:** *The project has been completed in reasonably close conformity with the approved plans and specifications including authorized changes and extra work.*

NE COLUMBIA BLVD - NE WEIDLER ST. (UNIT #3)
PACIFIC HIGHWAY EAST (UNION AVENUE)
Grade, Pave, Sign, Illumination and Signals

This project provided for reconstruction of Union Avenue from North Columbia Blvd. to Killingsworth, including two lanes in each direction with continuous landscaped median and left turn bays at the major interesections.

A time extension of 16 days was granted due to delays caused by changes in the temporary illumination plan.

On January 27, 1983, the project manager advised the four minor items mentioned in the final inspection had been satisfactorily completed.

RECEIVED
STATE HWY ENGR
APR 2 '84
REFER TO
FOR
Info | Inves | R/D | D R | Sign | Act | File

INITIATED
W. E. SCHWARTZ

*NOTE: Not applicable for direct federal projects.

| ACCEPTANCE OF PROJECT IS RECOMMENDED | | ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION | |
|---|---|---|---|
| SIGNATURE | | SIGNATURE | |
| Original Signed by T P LOWE<br>T. P. Lowe | | G. K. Hossner | |
| TITLE | DATE | TITLE | DATE |
| Area Engineer | 3/28/84 | Field Operations Engr | 3/30/84 |

FORM FHWA-1446 B (12-73) (FORMERLY PR-33E

Previous Editions of PR-33E Will Not Be Used.

9167

April 28, 1983

The Travelers Indemnity Co.
Surety Department
707 S.W. Washington Street
Portland, OR 97205

CON 5
#9167

Gentlemen or Ladies:

On February 9, 1983, we wrote to you concerning release of final payment on Contract No. 9167 awarded to Cascade Construction Company, Inc., for work on the N.E. Columbia Boulevard-N.E. Weidler Street (Unit 3) Section of the Pacific Highway East in Multnomah County.

The total contract amount is $2,534,503.70 including $33,342.04 for work performed under force account.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

dc
cc: Cascade Construction Company, Inc.
P. O. Box 4267
Portland, OR 97208

Don Reger & Company, Inc.
200 S.W. Market Street, Suite 210
Portland, OR 97201

bc: C. T. Keasey
Walt Hart
E. L. Hardt

REPORT OF ACTION UNDER DELEGATED AUTHORITY BY

ASSISTANT STATE HIGHWAY ENGINEER

On behalf of the Commission and under delegated authority, the following contracts were accepted as being completed according to specifications:

| Contractor and Contract No. | Section and County | Acceptance Date |
|---|---|---|
| Weaver Const. Co. No. 9501 | McKay Cr. (Sumac) Bridge Umatilla County | Feb. 1, 1983 |
| Ross Bros. Const., Inc. No. 9414 | Fifteenmile Cr. Br. No. 15711A Wasco County | Feb. 2, 1983 |
| Serenity Builders, Inc. No. 9440 | Santiam & Oak Grove SRAs Marion & Linn Counties | Feb. 2, 1983 |
| Ameada Mining & Construction Co., Inc. No. 9532 | Celilo Rock Production Wasco County | Feb. 2, 1983 |
| Joe Preso Const., Inc. No. 9454 | Big Creek Bridge Union County | Feb. 2, 1983 |
| Cascade Const. Co., Inc. No. 9167 | NE Col. Blvd.-NE Weidler St. (Unit 3) Multnomah County | Feb. 3, 1983 |
| Schoolhouse R Electric No. 9520 | Crater Lake Hwy.@ Fred Meyer Access (Medford) Jackson County | Feb. 8, 1983 |
| Salem Sand & Gravel Co. No. 9467 | Willamette River (Marion Street) Bridge Marion County | Feb. 8, 1983 |
| Harry B. Stanley No. 9176 | Sunset Hills Memorial Park (Cemetery) Access Washington County | Feb. 11, 1983 |
| Eugene Sand & Gravel,Inc. No. 9372 | Willamette Hwy.@ Cloverdale Rd. Lane County | Feb. 15, 1983 |
| Bracelin-Yeager Excavating & Trucking,Inc. No. 9495 | Arizona Inn Slide Curry County | Feb. 23, 1983 |

NOTED
W. E. SCHWARTZ

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STATE HWY ENGR
MAR 15 '83
REFER TO
FOR
Info | Invest | R/D | D.R | Sign | Act | File

| Contractor and Contract No. | Section and County | Acceptance Date |
|---|---|---|
| Oregon Asphaltic Paving Co. No. 9344 | UPRR Crossing to Birch Ave. Multnomah County | Feb. 24, 1983 |
| Phil Howell Const. No. 9466 | Starvation Creek, Koberg Beach and Memaloose Safety Rest Areas Hood River & Wasco Counties | Feb. 28, 1983 |
| S. J. Groves & Sons Co. & Guy F. Atkinson Co., J.V. No. 8905 | Columbia River Bridge (N. Channel Super-structure) Multnomah, OR & Clark, WA Counties | Feb. 28, 1983 |

March 1, 1983

W. E. Schwartz, P.E.
Asst. State Highway Engineer

U. S. DEPARTMENT OF TRANSPORT ION
FEDERAL HIGHWAY ADMINISTI... ION

# LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO.: IX-9809(6)

2. STATE PROJECT NO.: See below

3. FROM: Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.:

5. ITEM NO.: 71443

2A. COUNTY NAME: Multnomah

6. TO

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE: 7/16/82

8. FEDERAL ROUTE NUMBER: FAU 9809

9. STATE ROUTE NUMBER: Primary 1E

10. GENERAL LOCATION:

NE Columbia - NE Weidler (Unit 3)(Portland)

11. GENERAL DESCRIPTION OF WORK

Furnish and install 5 signs

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

- ☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
- ☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
- ☐ ACQUISITION OF RIGHT-OF-WAY
- ☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
- ☒ XX CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS XXXXXXXXXXXXXXXXXXXXXX
- ☐ OTHER *(Specify)*

13. REMARKS

Contingent upon modification of project agreement if additional funds are required, I approve the advance authorization date of 7/16/82 as requesed in Mr. Keasey's letter of 9/21/82 as being in the public interest for the use of State Forces to proceed with the above work. State Force Order No. 9 is approved for a TEC of $250 Federal Funds $213.

RECEIVED
STATE HWY ENGR
SEP 30 '82
REFER TO
FOR

| Info | Inves | R/D | D/R | Sign | Act | File |
|---|---|---|---|---|---|---|
| | | | | | | |

14. DATE: 9/27/82

15. SIGNATURE OF APPROVING OFFICIAL: [signature]

16. TITLE: for Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

# LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO.: IX-9809(6)

2. STATE PROJECT NO.: See below

3. FROM: Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.:

5. ITEM NO.: 71443

2A. COUNTY NAME: Multnomah

6. TO:

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

| 7. DATE AUTHORIZATION EFFECTIVE | 8. FEDERAL ROUTE NUMBER | 9. STATE ROUTE NUMBER |
|---|---|---|
| 5/26/82 | FAU 9809 | Primary 1E |

10. GENERAL LOCATION:

NE Columbia Blvd. - NE Weidler St. (Unit #3)

11. GENERAL DESCRIPTION OF WORK

Install thermoplastic crosswalks

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

- ☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
- ☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
- ☐ ACQUISITION OF RIGHT-OF-WAY
- ☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
- ☒ CONSTRUCTION PROCEED ON ~~AWARDED PRICE AND/OR~~ FORCE ACCOUNT BASIS
- ☐ OTHER *(Specify)*

13. REMARKS

I approve the advance authorization date of 5/26/82 as requested in Mr. Keasey's letter of 8/13/82 as being in the public interest for the use of City Forces to proceed with the above work. State Force Order No. 8 representing work performed by City of Portland is approved for a TEC of $6,000 Federal Funds $5,100.

RECEIVED
STATE HWY ENGR
SEP 1 '82
REFER TO
FOR
Info | Invest | R/D | D R | Sign | Act | File

| 14. DATE | 15. SIGNATURE OF APPROVING OFFICIAL | 16. TITLE |
|---|---|---|
| 8/25/82 | D. K. Hassner | for Division Administrator |

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

FORM 734-3001

# FIELD ENGINEER'S WEEKLY REPORT

OREGON STATE HIGHWAY DIVISION

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

| | | |
|---|---|---|
| SECTION: NE Columbia Blvd.- NE Weidler St. (Unit 3) | | WEEK ENDING: August 13, 1982 |
| | | SECTION PREFIX: 26-1010 |
| HIGHWAY: Pacific East | | COUNTY: Multnomah |
| NAME OF JOB | KIND OF WORK: Grade, Pave, Sign, Signals | |
| CONTRACTOR: Cascade Construction Co. | CONTRACT NUMBER: 9167 | FEDERAL AID PROJECT NUMBER: IX-9808(6) |
| DATE OF CONTRACT: July 23, 1980 | DATE WORK STARTED: August 11, 1980 | ESTIMATED COMPLETION DATE |
| AVERAGE FORCE ON PROJECT FOR THE WEEK<br>MEN SUPERVISION | SPECIFIED WORK DAYS<br>SPECIFIED CALENDAR DAYS 391 work | WORK DAYS USED<br>CALENDAR DAYS USED 391 work |
| | SPECIFIED COMPLETION DATE | PERCENT OF TIME ELAPSED 100 |
| PROJECT AUTHORIZATION $2,934,523.13 | | PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST 100 |
| EXCLUSIVE OF ENGINEERING $2,725,845.93 | ENGINEERING AUTHORIZATION $208,677.20 | |
| ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING $2,597,000.00 | ENGINEERING COST TO DATE $262,900.00 | PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION Inc. Engr. 97 |
| ESTIMATED PERCENT OVERRUN / UNDERRUN 3 % | PERCENT OF AUTHORIZATION 126 % | DATE PROJECT WAS COMPLETED: November 27,1981 |

ESTIMATED PERCENT COMPLETE (ROADWORK)

| CLEARING | DRAINAGE | GRADING | BASE | OIL AND/OR PAVE. | MAT'L PROD | Signals | |
|---|---|---|---|---|---|---|---|
| | 100 | 100 | 100 | 100 | | 100 | |

| | GRADING | SURFACING | MAINTENANCE MATERIALS | OIL & BITUMINOUS MACADAM | PAVING |
|---|---|---|---|---|---|
| MILES IN PROJECT | | | | | |
| MILES PARTIALLY COMPLETED | | | | | |
| MILES COMPLETED | | | | | |
| TOTAL ESTIMATED QUANTITIES (CONTRACT) | | 2,000 T | | | 20,000 T |
| TOTAL QUANTITIES CORRECTED TO DATE | | 2,500 | | | 23,740 |
| ESTIMATED QUANTITIES MOVED OR PLACED TO DATE | | 2,500 | | | 23,740 |
| AVERAGE DAILY QUANTITIES | | | | | |
| AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME | | | | | |
| NUMBER OF SHIFTS PER DAY | | | | | |
| HOURS PER SHIFT | | | | | |

EQUIPMENT USED DURING THE WEEK

ESTIMATED PERCENT COMPLETE (STRUCTURES)

| BRIDGE NO | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| PERCENT | | | | | | | | |

| | | WEATHER | WORK DAYS CHARGED | HOURS DELAY | CAUSE OF DELAY |
|---|---|---|---|---|---|
| SUNDAY | 8 | rain | 0 | | |
| MONDAY | 9 | rain | 0 | | |
| TUESDAY | 10 | cloudy | 0 | | |
| WEDNESDAY | 11 | cloudy | 0 | | |
| THURSDAY | 12 | cloudy | 0 | | |
| FRIDAY | 13 | cloudy | 0 | | |
| SATURDAY | 7 | cloudy | 0 | | |

K

| GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK | |
|---|---|
| SUNDAY | |
| MONDAY | |
| TUESDAY | |
| WEDNESDAY | August 7-13 no activity |
| THURSDAY | |
| FRIDAY | |
| SATURDAY | |

**REMARKS**

The semi-final estimate was submitted on August 6, 1982
The establishment period will end on October 31, 1982
This will be the final weekly report for this project

SIGNED [signature] LOCATION Portland

CHUCK LOBAUGH

PRIME RESIDENT SUBMIT 2 COPIES WHEN BRIDGES AND GRADING BOTH ARE INVOLVED SUBMIT 3 COPIES

SP*F216

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

# LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO.: IX-9809(6)

2. STATE PROJECT NO.: See below

3. FROM: Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.:

5. ITEM NO.: 71443

2A. COUNTY NAME: Multnomah

6. TO:

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE: 5/3/82

8. FEDERAL ROUTE NUMBER: FAU 9809

9. STATE ROUTE NUMBER: Primary 1 E

10. GENERAL LOCATION:

NE Columbia Blvd. - NE Weidler Street (Unit #3)

RECEIVED STATE HWY ENGR
JUN 2 '82
REFER TO
FOR
Info
Inves
R/D
D.R
Sign
Act
File

11. GENERAL DESCRIPTION OF WORK

Install survey monuments

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

- [ ] PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
- [ ] PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
- [ ] ACQUISITION OF RIGHT-OF-WAY
- [ ] CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
- [XX] CONSTRUCTION PROCEED ON ~~AN ACTUAL COST~~ FORCE ACCOUNT BASIS
- [ ] OTHER *(Specify)*

13. REMARKS

I approve the advance authorization date of 5/3/82 as requested in Mr. Keasey's letter of 5/20/82 as being in the public interest for the use of City Forces to proceed with the above work. State Force Order No. 7 representing work performed by City of Portland Bureau of Maintenance is approved for a TEC of $230 Federal Funds $196.

| 14. DATE | 15. SIGNATURE OF APPROVING OFFICIAL | 16. TITLE |
|---|---|---|
| 5/26/82 | G. K. Keasey | for Division Administrator |

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

VICTOR ATIYEH
GOVERNOR

*Department of Transportation*
# STATE HIGHWAY DIVISION

IN REPLY REFER TO
FILE NO

March 23, 1982

CON 5 #9167

Cascade Construction Company, Inc.
P.O. Box 4267
Portland, OR 97208

RE: Time Extension Request
Columbia-Vernier (Unit 3)
Contract No. #167
IX-5209(8)

Gentlemen:

Your request for additional contract time in which to complete the above project has been carefully reviewed. A contract time extension of 16 calendar workdays is granted due to the delays associated with Price Agreement No. 3 and the temporary illumination.

This will eliminate all liquidated damages under this contract.

Sincerely,

CTR:cb

bc: H. K. Coulter (w/o 1 ltr.)
Ed Hewitt
C. Johnson
[illegible]
Bob Moore

Form 734-3123

FORM 81-734-3030

# OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

3700 S.E. 92nd Ave.
Portland, OR 97266 ATTN: REGION 1

February 22, 1982

TO:

FILE: CON 5-4
9167

RE
RSC
RSI

SUBJECT: Columbia-Weidler (Unit 3)
Contract 9167

FROM: Chuck Lobaugh
Project Manager

TO: Marion Craft
Region 1 Construction Engineer

Enclosed is Contractor's request for an increase in workdays to complete the above noted project. Of the several items that are mentioned in their request the one that is very easy to identify is the delay at the start of the project while we resolved the problem of temporary roadway illumination. The following are dates relevant to the delay:

Aug. 8, 1980 Pre-construction conference - it was discovered that no clear cut provisions had been made for temporary illumination.

Aug. 11, 1980 Date Cascade's schedule showed excavation to commence.

Aug. 18, 1980 My estimate of realistic date when excavation could have commenced.

Sept. 17, 1980 Cascade given verbal approval to proceed with excavation based on Price Agreement No. 3.

During the period between August 11, 1980 and September 17, 1980, while the State negotiated with P.P.&L., the City, Cascade and Tice Electric, the only activity possible was the installation of construction signing and sawing of sidewalk for removal. Cascade did those 2 activities during this period. The sawing would normally be only 2 days ahead of the excavation. I feel the Contractor was delayed between August 18 (when he could have started the major activity of excavation) and September 17 (when he was given verbal approval to proceed with the work as outlined in P.A. No. 3). This delay amounts to 31 calendar workdays. They have asked for 16 in order to complete the project without the assessment of liquidated damages.

I agree to some extent with other delays that Cascade mentioned in their request, but several of them are difficult to assign a specific number of days to.

Attached are copies of the following back-up documents to support my recommendation that they be granted the 16 additional days.

(A) Report of pre-construction conference dated 8/8/80.

(B) Cascade's preliminary schedule received at pre-con 8/5/80.

(C) Inspection report by Marion Craft dated 8/18/80.

(D) Memo to file by Gary Kennen dated 8/15/80.

(E) Letter from Cascade dated 9/3/80.

(F) Letter to P.P.&L. dated 9/5/80.

(G) Letter to Cascade dated 9/17/80.

(H) Price Agreement No. 3 dated 9/17/80.

Diaries, daily reports, photographs, letters and other information relative to this request are on file in my office.

3-23-82

CTK -

I agree with Project Manager and Region to grant a 16 CWD time extension due to added work performed under P. A. No. 3 and delays resulting from the negotiating of P. A. No. 3.

M Jackmond

| TO BE COMPLETED BY FHWA | U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION | State |
|---|---|---|
| MONTHLY TRANSACTION NUMBER: 3-61 | | Oregon |
| PROJECT REPORT NUMBER: | MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT | County: Multnomah |
| MODIFICATION NUMBER: 1 | 3/1102 | Project Number: IX-9809(6) |

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on July 30, 19 80, is hereby modified as follows:

| | Former amount | Revised amount |
|---|---|---|
| Estimated total cost of project | $ 3,800,000.00 | $ 2,934,526.00 |
| Federal funds | $ 3,230,000.00 | $ 2,494,345.00 |
| Other revisions | | |

This modification is made for the following reasons: to reflect a decrease in construction costs.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 1st day of March, 1982.

OREGON STATE HIGHWAY DIVISION
*(Official name of Highway Agency)*

By _____

Asst. State Hwy. Engineer
*(Title)*

XXX By For: H.S. Coulter, P.E.

State Highway Engineer
*(Title)*

By _____

*(Title)*

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By _____
*(Division Administrator)*

For: Dale C. Milken

Form PR-2A
(Rev. 10-75)

Previous editions are obsolete

Oregon State Highway Division
Salem, Oregon February 18, 1982

Federal Aid Project
No. IX-9809(6)

N.E. Columbia Blvd.-N.E. Weidler Section
Pacific Hwy. East (Unit 3)
Multnomah County

REVISED PROJECT AGREEMENT ESTIMATE

Type Code 6205
Roadway (Sta. 21+50 to Sta. 78+80)

| | | |
|---|---|---|
| Subtotal one previous estimate of July 29, 1980 | | $1,683,100.00 |

Additional Approved Items

| | | |
|---|---|---|
| SFO 1 City of Portland (Water Bureau) | All Required | $ 36,371.00 |
| SFO 3 Furnish & Plant Trees | All Required | 11,000.00 |
| SFO 4 Furnish Water for Landscaping | All Required | 100.00 |
| SFO 5 Install Water Meters | All Required | 1,743.00 |
| EWO 1 Adjust Traffic Signals During Stage Const. | All Required | 5,000.00 |
| EWO 3 Reconnect Roof Drains | All Required | 3,000.00 |
| | SUBTOTAL | $1,740,314.00 |
| | Engineering | 216,587.00 |
| | TOTAL | $1,956,901.00 |

Type Code Y030
Illumination (Sta. 21+50 to Sta. 78+80)

| | |
|---|---|
| Total same as previous estimate of July 29, 1980 | $ 618,750.00 |

Type Code Y031
Traffic Signals (Sta. 21+50 to Sta. 78+80)

| | |
|---|---|
| Total same as previous estimate of July 29, 1980 | $ 358,875.00 |

Length of Project ---------- 1.085 miles
Cost of Roadway Per Mile ----$1,803,595.37

## SUMMARY OF FUNDS (85%)

| Description | Total Cost | Federal Funds | City Funds |
|---|---|---|---|
| Roadway | $1,956,901.00 | $1,663,365.00 | $293,536.00 |
| Illumination | 618,750.00 | 525,937.00 | 92,813.00 |
| Signals | 358,875.00 | 305,043.00 | 53,832.00 |
| TOTAL | $2,934,526.00 | $2,494,345.00 | $440,181.00 |

Group 1 99%; Group 8 1%
Contract No. 9167
Prefix: 26-1010

9117

OMB No. 04-R2089

| TO BE COMPLETED BY FHWA | U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION | State: Oregon |
|---|---|---|
| MONTHLY TRANSACTION NO.: 8-49 | **FEDERAL-AID PROJECT AGREEMENT** | County: Multnomah |
| | 7-30-80 | Project No.: IX-9809(6) |

**The State, through its Highway Agency,** having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

SR 99E, UPRR to NE Killingsworth (Portland)

| PROJECT CLASSIFICATION OR PHASE OF WORK | EFFECTIVE DATE OF AUTHORIZATION | APPROXIMATE LENGTH *(Miles)* |
|---|---|---|
| HIGHWAY PLANNING AND RESEARCH (HP & R) | | |
| PRELIMINARY ENGINEERING | | |
| RIGHTS-OF-WAY | | |
| CONSTRUCTION | 8-4-80 | 1.085 |
| OTHER *(Specify)* | | |

FUNDS PRO RATA 75.0%

| ESTIMATED TOTAL COST OF PROJECT | FEDERAL FUNDS |
|---|---|
| $ 3,800,000.00 | $ [illegible] |

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
*(Official name of Highway Agency)*

By [illegible]

Assistant State Hwy. Engineer
*(Title)*

XX By For: H.S. Coulter

State Highway Engineer
*(Title)*

By _____

_____
*(Title)*

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By Tony Burton
*(Division Administrator)*
For: G.L. Green

Date executed by Division Administrator 7/30/80

Form PR-2 (Rev. 10-75) PREVIOUS EDITIONS ARE OBSOLETE

## AGREEMENT PROVISIONS

**1. RESPONSIBILITY FOR WORK**

a. Except for projects constructed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

b. With regard to projects performed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in accordance with the terms of its approved Certification, or exceptions thereto as may have been approved by the Federal Highway Administration.

**2. HIGHWAY PLANNING AND RESEARCH (HP&R) PROJECT.** The State highway agency will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

**3. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY.** In the event that actual construction of a road on this right-of-way is not undertaken by the close of the tenth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

**4. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES.** In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

**5. INTERSTATE SYSTEM PROJECT.** (a) The State highway agency will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway agency will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway agency will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

**6. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT.** (a) This project authorized pursuant to 23 U.S.C. 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway agency, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 U.S.C. 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

**7. STAGE CONSTRUCTION.** The State highway agency agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHTO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation..

**8. BOND ISSUE PROJECT.** Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 U.S.C. 122, for retiring maturities of the principal indebtednesss of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by 23 CFR Part 140, Subpart F, and Volume 1, Chapter 4, Section 8 of the Federal-Aid Highway Program Manual or the alternative State procedure set forth in the State's Certificate, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway agency for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

**9. SPECIAL HIGHWAY PLANNING AND RESEARCH PROJECT.** The State Highway agency hereby authorizes the Federal Highway Administration to charge the State's pro rata share of costs incurred against funds apportioned to the State under 23 U.S.C. 307 (c), as amended. In the event a project is financed with both Federal-aid funds and State matching funds, the State agrees to advance to The Federal Highway Administration the State matching funds for its share of the estimated cost. For a National Pooled Fund study, the State hereby assigns its responsibility for the work to the Federal Highway Administration. For an Intra-Regional Cooperative Study, the State hereby assigns its responsibility for the work to the lead State for the study.

**10. PARKING REGULATION AND TRAFFIC CONTROL.** The State highway agency will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the local unit of Government referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration, unless the State determines, and the Division Administrator concurs, that the local unit of Government has a functioning traffic engineering unit with the demonstrated ability to apply and maintain sound traffic operations and control

Oregon State Highway Division
Salem, Oregon, July 29, 1980

Federal Aid Project
No. IX-9809 (6)

N.E. Columbia Blvd. - N.E. Weidler Section
Pacific Highway East (Unit 3)
Multnomah County

Project Agreement Estimate

Type Code 6205
Roadway (Sta. 21+50 to Sta. 78+80)

| | | | |
|---|---|---|---|
| Mobilization | All Required | | $ 141,740.00 |
| Temporary Protection and Direction of Traffic | All Required | | 81,614.00 |
| Temporary Signs | 353 Sq.Ft. | $ 8.00 | 2,824.00 |
| Temporary Barricades | 16 Each | 164.50 | 2,632.00 |
| Temporary Plastic Safety Markers | 24 Each | 101.50 | 2,436.00 |
| Flagmen | 3,000 Hour | 22.00 | 66,000.00 |
| Sequential Arrow Signs | 3 Each | 3,000.00 | 9,000.00 |
| Removal and Loading of Structures and Obstructures | All Required | | 175,834.00 |
| Hauling and Disposing of Structures and Obstructions | All Required | | 82,490.00 |
| Earthwork | All Required | | 11,736.00 |
| Unstable Foundation Excavation | 1,000 Cu.Yd. | 9.60 | 9,600.00 |
| Trench Excavation | 2,170 Cu.Yd. | 10.00 | 21,700.00 |
| Special Backfill Material | 1,050 Cu.Yd. | 16.00 | 16,800.00 |
| Finishing Road bed and Slopes | All Required | | 33,300.00 |
| Furnishing and Placing Topsoil | 1,405 Cu.Yd. | 14.80 | 20,794.00 |
| Watering | 50 M-Gal | 20.00 | 1,000.00 |
| Aggregate Base | 2,000 Ton | 11.46 | 22,920.00 |
| Bond breaking Sand | 800 Ton | 12.50 | 10,000.00 |
| Lime Treated Subgrade | 39,000 Sq.Yd. | 1.15 | 44,850.00 |
| Lime for Treated Subgrade | 440 Ton | 88.80 | 39,072.00 |
| Class "B" Asphalt Concrete Mixture | 20,000 Ton | 14.21 | 284,200.00 |
| Asphalt in Mixture | 1,300 Ton | 146.75 | 190,775.00 |
| Asphalt in Tack Coat | 11 Ton | 282.00 | 3,102.00 |
| Relocating Existing Passenger Shelters | 2 Each | 902.00 | 1,804.00 |
| 8-Inch Sewer Pipe | 1,320 Lin.Ft. | 7.00 | 9,240.00 |
| 10-Inch Sewer Pipe | 490 Lin.Ft. | 9.90 | 4,851.00 |
| 12-Inch Sewer Pipe | 110 Lin.Ft. | 39.60 | 4,356.00 |
| Concrete Sumps | 11 Each | 3,622.00 | 39,842.00 |
| Concrete Inlets, Type G-1 | 43 Each | 440.00 | 18,920.00 |

Oregon State Highway Division
Salem, Oregon, July 29, 1980

Federal Aid Project
No. IX-9809 (6)

| | | | | |
|---|---|---|---|---|
| Special Manholes | 11 | Each | 1,728.00 | 19,008.00 |
| 6-Inch Drain Pipe | 140 | Lin.Ft. | 13.95 | 1,953.00 |
| Filter Fabric | 126 | Sq.Yd. | 4.00 | 504.00 |
| Gravel in Drains | 14 | Cu.Yd. | 16.00 | 224.00 |
| CL-6R Chain Link Fence, Modified | 140 | Lin.Ft. | 12.00 | 1,680.00 |
| Concrete Walks | 2,000 | Sq.Yd. | 20.50 | 41,000.00 |
| Concrete Driveways | 1,900 | Sq.Yd. | 24.20 | 45,980.00 |
| Concrete Curbs | 390 | Cu.Yd. | 138.00 | 53,820.00 |
| Concrete Islands | 12 | Cu.Yd. | 480.00 | 5,760.00 |
| Extra for Asphalt Approaches | 29 | Each | 90.00 | 2,610.00 |
| Adjusting Manholes | 19 | Each | 131.00 | 2,489.00 |
| Reconstructing Concrete Manholes | 3 | Each | 760.00 | 2,280.00 |
| Adjusting Inlets | 4 | Each | 91.50 | 366.00 |
| Furnishing and Planting Vines | 4,736 | Each | 1.00 | 4,736.00 |
| Bark Mulch | 16 | Unit | 180.00 | 2,880.00 |
| Soil Conditioner | 116 | Cu.Yd. | 30.00 | 3,480.00 |
| Irrigation System | All | Required | | 29,714.00 |
| Removal of Existing Sign Installations | All | Required | | 4,120.00 |
| Move and Reinstall Existing Signs | All | Required | | 5,150.00 |
| Sign Support Footings | All | Required | | 16,480.00 |
| Special Pipe Sign Supports | All | Required | | 19,982.00 |
| Type "C" Signs in Place | 62 | Sq.Ft. | 18.50 | 1,147.00 |
| Type "T" Signs in Place | 30 | Sq.Ft. | 18.50 | 555.00 |
| | | | | $1,619,350.00 |

Anticipated Items

| | | |
|---|---|---|
| Permanent Pavement Striping | All Required | $ 3,000.00 |
| Temporary Pavement Striping | All Required | 1,250.00 |
| Remove Pavement Striping (Exist.&Temp.) | All Required | 2,000.00 |
| Temporary Erosion Control | All Required | 100.00 |
| Asphalt Cement Adjustment | All Required | 55,000.00 |
| On the Job Trainees (3 at $800) | All Required | 2,400.00 |
| | | $ 63,750.00 |

| | |
|---|---|
| Subtotal | $1,683,100.00 |
| Engineering | 210,387.00 |
| Total | $1,893,487.00 |

Oregon State Highway Division
Salem, Oregon, July 29, 1980

Federal Aid Project
No. IX-9809 (6)

Type Code Y030
Illumination (Sta. 21+50 to Sta. 78+80)

| | | |
|---|---|---|
| Removal of Existing Illumination | All Required | $ 15,000.00 |
| Pole Foundations | All Required | 60,000.00 |
| Roadway Lighting Poles and Arms | All Required | 70,000.00 |
| Ornamental Light Poles | All Required | 70,000.00 |
| Luminaires and Ballasts | All Required | 5,000.00 |
| Painting | All Required | 40,000.00 |
| Switching, Conduit,Wiring,Lamps,Etc. | All Required | 290,000.00 |
| | Subtotal | $ 550,000.00 |
| | Engineering | 68,750.00 |
| | Total | $ 618,750.00 |

Type Code Y031
Traffic Signals (Sta. 21+50 to Sta. 78+80)

| | | |
|---|---|---|
| Traffic Signal Installation, Complete | All Required | $319,000.00 |
| | Subtotal | $319,000.00 |
| | Engineering | 34,875.00 |
| | Engineering (Signal Controller Testing) | 5,000.00 |
| | Total | $358,875.00 |

Work Retained in Program Status

| | | |
|---|---|---|
| City of Portland (Water Bureau) | All Required | $ 32,500.00 |
| Reconnect Roof Drains | All Required | 3,000.00 |
| Furnish and Install Bus Shelters | All Required | 9,000.00 |
| Install Water Meters | All Required | 1,765.00 |
| Furnished Water for Landscaping | All Required | 100.00 |
| Adjust Traffic Signals During Stage Const. | All Required | 5,000.00 |

Length of Project . . . . . 1.085 Miles
Cost of Roadway Per Mile. . . . . $1,745,149.30

Oregon State Highway Division
Salem, Oregon, July 29, 1980

Federal Aid Project
No. IX-9809 (6)

Summary of Funds (85%)

| Description | Total Cost | Federal Funds | City Funds |
|---|---|---|---|
| Roadway | $1,893,487 | $1,609,463 | 284,024 |
| Illumination | 618,750 | 525,937 | 92,813 |
| Signals | 358,875 | 305,043 | 53,832 |
| | $2,871,112 | $2,440,443 | $430,669 |
| Reserve | 928,888 | 789,557 | 139,331 |
| Total | $3,800,000 | $3,230,000 | $570,000 |

Group 1 99%, Group 8 1%
Contract No. 9167
Prefix No. 26-1905
Prefix NO. 26-1010

7167 2-12-82 L. 7

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

# LETTER OF APPROVAL AND OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO.: IX-9809(6)

2. STATE PROJECT NO.: See below

3. FROM: Dale E. Wilken, Division Administrator
FHWA Oregon Division

4. PROGRAM NO.:

5. ITEM NO.: 71443

2A. COUNTY NAME: Multnomah

6. TO:

Mr. H. S. Coulter, State Highway Engineer
Oregon State Highway Division
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE: 2-18-82

8. FEDERAL ROUTE NUMBER: FAU 9809

9. STATE ROUTE NUMBER: Primary 1E

10. GENERAL LOCATION:

N.E. Columbia Blvd. - N. E. Weidler Street (Unit #3)

11. GENERAL DESCRIPTION OF WORK

Program Change

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

- [ ] PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
- [ ] PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
- [ ] ACQUISITION OF RIGHT-OF-WAY
- [ ] CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
- [ ] CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
- [X] OTHER *(Specify)* Program Change See Below

13. REMARKS

As requested in Mr. Swan's February 18, 1982 letter, I approve the Construction Costs to a TEC of $2,934,526; Federal Funds $2,494,345.

(Decrease TEC $865,474; Federal Funds $735,655.)

14. DATE: 2-18-82

for Division Administrator

VICTOR ATIYEH
GOVERNOR

# *Department of Transportation*
## HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:

PRO 6-2

February 18, 1982

TO: Dale E. Wilken
Division Administrator
Federal Highway Administration

FROM: D.E. Swan, P.E.
Operation Programming Engineer

SUBJECT: Program Change
Item No. 71443
Project No. IX-9809(6)
N.E. Columbia Blvd.-N.E. Weidler (Unit 3) Sec.
Multnomah County

I request approval of a program change releasing $735,655 of federal funds from the subject project to provide funds for Project IX-9699(5). This action was requested by the City of Portland.

Enclosed are revised project agreement estimates and modification of project agreements for the subject project which reflect the decrease.

CL:bkc
Enclosures

cc: R.N. Bothman
J. Rose
E. Mershon
G. Zehner
General Files

Form 734-3122

Dmth.

Oregon State Highway Division
Salem, Oregon February 18, 1982

Federal Aid Project
No. IX-9809(6)

N.E. Columbia Blvd.-N.E. Weidler Section
Pacific Hwy. East (Unit 3)
Multnomah County

REVISED PROJECT AGREEMENT ESTIMATE

Type Code 6205
Roadway (Sta. 21+50 to Sta. 78+80)

| | | |
|---|---|---|
| Subtotal one previous estimate of July 29, 1980 | | $1,683,100.00 |

Additional Approved Items

| | | |
|---|---|---|
| SFO 1 City of Portland (Water Bureau) | All Required | $ 36,371.00 |
| SFO 3 Furnish & Plant Trees | All Required | 11,000.00 |
| SFO 4 Furnish Water for Landscaping | All Required | 100.00 |
| SFO 5 Install Water Meters | All Required | 1,743.00 |
| EWO 1 Adjust Traffic Signals During Stage Const. | All Required | 5,000.00 |
| EWO 3 Reconnect Roof Drains | All Required | 3,000.00 |
| | SUBTOTAL | $1,740,314.00 |
| | Engineering | 216,587.00 |
| | TOTAL | $1,956,901.00 |

Type Code Y030
Illumination (Sta. 21+50 to Sta. 78+80)

| | |
|---|---|
| Total same as previous estimate of July 29, 1980 | $ 618,750.00 |

Type Code Y031
Traffic Signals (Sta. 21+50 to Sta. 78+80)

| | |
|---|---|
| Total same as previous estimate of July 29, 1980 | $ 358,875.00 |

Length of Project ---------- 1.085 miles
Cost of Roadway Per Mile ----$1,803,595.37

## SUMMARY OF FUNDS (85%)

| Description | Total Cost | Federal Funds | City Funds |
|---|---|---|---|
| Roadway | $1,956,901.00 | $1,663,365.00 | $293,536.00 |
| Illumination | 618,750.00 | 525,937.00 | 92,813.00 |
| Signals | 358,875.00 | 305,043.00 | 53,832.00 |
| TOTAL | $2,934,526.00 | $2,494,345.00 | $440,181.00 |

Group 1 99%; Group 8 1%
Contract No. 9167
Prefix: 26-1010

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

# LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO.: IX-9809(6)

2. STATE PROJECT NO.: See below

3. FROM: Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.:

5. ITEM NO.: 71443

2A. COUNTY NAME: Multnomah

6. TO:

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE: 10/1/81

8. FEDERAL ROUTE NUMBER: FAU 9809

9. STATE ROUTE NUMBER: Primary 1E

10. GENERAL LOCATION:

NE Columbia Blvd. - NE Weidler Street (Unit #3)

11. GENERAL DESCRIPTION OF WORK

Furnish and place trash receptacles

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

- ☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
- ☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
- ☐ ACQUISITION OF RIGHT-OF-WAY
- ☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
- ☒ CONSTRUCTION PROCEED ON ~~XXX CONTRACT AND/OR~~ FORCE ACCOUNT BASIS
- ☐ OTHER *(Specify)*

13. REMARKS

I approve the advance authorization date of 10/1/81 as requested in Mr. Keasey's letter of 11/2/81 as being in the public interest for the use of City Forces to proceed with the above work. State Force Order No.6 representing work performed by City of Portland forces is approved for a TEC of $1,800 Federal Funds $1,530.

RECEIVED
STATE HWY ENGR
DEC 9 '81
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act

14. DATE: 12/2/81

15. SIGNATURE OF APPROVING OFFICIAL:

16. TITLE: for Division Administrator

FORM PR-1240 (Rev. 12 79) PREVIOUS EDITIONS MAY BE USED

U. S. DEPARTMENT OF TRANSPORT 'ON
FEDERAL HIGHWAY ADMINIST. ION

# LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO.
IX-9809(6)

2. STATE PROJECT NO.
See below

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO.
71443

2A. COUNTY NAME
Multnomah

6. TO

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

| 7. DATE AUTHORIZATION EFFECTIVE | 8. FEDERAL ROUTE NUMBER | 9. STATE ROUTE NUMBER |
|---|---|---|
| 3/13/81 | FAU 9809 | Primary 1E |

10. GENERAL LOCATION:
NE Columbia Blvd. - NE Weidler Street (Unit 3)

11. GENERAL DESCRIPTION OF WORK
Furnish Water during establishment period

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

- [ ] PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
- [ ] PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
- [ ] ACQUISITION OF RIGHT-OF-WAY
- [ ] CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
- [X] CONSTRUCTION PROCEED ON ~~XXXXXXXXXXXXXXXXXX~~ FORCE ACCOUNT BASIS
- [ ] OTHER *(Specify)*

13. REMARKS

I approve the advance authorization date of 3/13/81, as requested in Mr. Keasey's letter of 3/23/81 as being in the public interest for the use of City of Portland Water Bureau Forces to proceed with the above work. State Force Order No. 4 representing work performed.

(No additional obligation of funds required)

RECEIVED
STATE HWY ENGR
APR 10'81
REFER TO
FOR

| 14. DATE | 15. SIGNATURE OF APPROVING OFFICIAL | 16. TITLE |
|---|---|---|
| 4/8/81 | E. K. Hassmer | for Division Administrator |

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

# LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO.: IX-9809(6)

2. STATE PROJECT NO.: See below

3. FROM: Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.:

5. ITEM NO.: 71443

2A. COUNTY NAME: Multnomah

6. TO:

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE: 3/13/81

8. FEDERAL ROUTE NUMBER: FAU 9809

9. STATE ROUTE NUMBER: Primary 1E

10. GENERAL LOCATION:

NE Columbia Blvd. - NE Weidler Street Unit 3

11. GENERAL DESCRIPTION OF WORK

Install three 3/4" water services for irrigation

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

- [ ] PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
- [ ] PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
- [ ] ACQUISITION OF RIGHT-OF-WAY
- [ ] CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
- [X] CONSTRUCTION PROCEED ON ~~XXXXXXXXXXXXXXXXXXXXX~~ FORCE ACCOUNT BASIS
- [ ] OTHER *(Specify)*

13. REMARKS

I approve the advance authorization date of 3/13/81, as requested in Mr. Keasey's letter of 3/23/81 as being in the public interest for the use of City of Portland Water Bureau Forces to proceed with the above work. State Force Order No. 5 representing work performed is approved for TEC NTE $1,743 Federal Funds $1,482.

(No additional obligation of funds required)

RECEIVED
STATE HWY ENGR
APR 10 '81
ACCTG

14. DATE: 4/8/81

15. SIGNATURE OF APPROVING OFFICIAL: E. K. Keasey

16. TITLE: for Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

U. S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

**LETTER OF APPROVAL AND/OR AUTHORIZATION**

FEDERAL AID PROJECT NO.: X-9809(6)

STATE PROJECT NO.: See below

FROM: G. L. Green, Division Administrator
FHWA - Oregon Division

PROGRAM NO.:

ITEM NO.: 71443

COUNTY NAME: Multnomah

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

TO:

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

RECEIVED
STATE HWY ENGR
NOV 21 '80
REFER TO
FOR

11-21 orig Maehring

| DATE PS&E APPROVED | DATE AUTHORIZATION EFFECTIVE | FEDERAL ROUTE NUMBER | STATE ROUTE NUMBER |
|---|---|---|---|
| 6/4/80 | 10/31/80 | FAU 9809 | Primary 1 E |

GENERAL LOCATION:

NE Columbia Blvd. - NE Weidler Street - Unit #3

GENERAL DESCRIPTION OF WORK:

Furnish and Plant Trees

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY

☐ PRELIMINARY ENGINEERING FOR SURVEY AND PLAN PREPARATION

☐ OTHER (Specify)

☐ ACQUISITION OF RIGHT-OF-WAY

☐ CONSTRUCTION - ADVERTISE FOR RECEIPT OF BIDS

☒ CONSTRUCTION - PROCEED ON ~~XXXXXXXXX~~ ~~XXXXXXXXXXX~~ FORCE ACCOUNT BASIS

REMARKS

This will confirm the advance authorization date of 10/31/80, as requested in Mr. Keasey's letter of 11/12/80 as being in the public interest for the use of City Forces to proceed with the above work. State Force Order No. 3 representing work to be performed by City of Portland is approved for TEC NTE $11,000 Federal Funds $9,350.

(This authorization does not require additional obligation of funds)

| DATE | SIGNATURE OF APPROVING OFFICIAL | TITLE |
|---|---|---|
| 11/17/80 | G. K. Hoover | for Division Administrator |

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U. S. GOVERNMENT PRINTING OFFICE: 1978—631-855

**Cascade Construction Company, Inc.**

General Contractors
P.O. Box 4267, Portland, Oregon 97208

PHONE: 222-6421

*Equal Opportunity Employer*

NOTED
H. S. COULTER

August 25, 1980

RECEIVED
AUG 26 1980
CONSTRUCTION BRANCH

Knox ___ Richards ___
Jackmond ___ Penn ___
Hepburn ___ Inlow ___
Williams ___ Widmer ___
Johnson ___ CONSTRUCTION ___ Gebauer ___
Glenn ___ BRANCH ___ Church ___

General Manager
KGW-TV Channel 8
1501 S.W. Jefferson
Portland, Oregon 97201

Dear Sir:

It was reported to me that Robin Chapman stated on your 5:00 p.m. newscast on August 22, 1980 that there was very little Minority Business Enterprise (MBE) participation on the first phase of Union Avenue. We are the prime contractors on this project and I wish to state that her statement was categorically untrue.

Dirt and Aggregate Interchange, Inc., owned by minorities, did the major excavation on the project. Their subcontract amounted to about $475,000.00. Their workforce is primarily minority in composition.

Complete Gardening Service, a minority firm, is doing the irrigation and landscaping items and their workforce is entirely made up of minoirites. Their subcontract amounts to $75,000.00.

When we bid the project, we used another minoirty firm's prices to make up our bid to the Oregon State Highway Division (OSHD) for the concrete work on the project. This firm failed to honor it's commitment to sign a subcontract and we had to make other arrangements which will cost us a considerable amount of money. This project ended up with over twenty-four percent minority subcontractor participation, with other minority firms supplying materials for the project. Records are readily available which would indicate that the workforce on this project has a very high minority composition. A very casual walk through the project would support this statement.

I understand that the OSHD came under considerable criticism in the newscast for their MBE program. The people in charge of this program have beer working very hard for many years to get a larger minority workforce and a MBE program ongoing. There are certain people in this country who will never be satisfied under any program just because they are unqualified to participate in it. The OSHD has initiated programs to train construction workers in cooperation with the construction unions and contractors. They have set up programs to assist MBE's to enter the mainstream of contracting, and yet there are many who think they want to become a contractor and do not want to participate in available programs so they can learn the basics of the business.

OREGON C U P *(Cleaning Up Pollution)* AWARD — 1974 1975 1976
CASCADE CONSTRUCTION CO INC has been named the recipient of the Oregon C U P Award for outstanding achievement in protecting the environment

The desire to become a contractor is a dream of many people, however desire is not enough. Just like starting any other business, contracting requires capital, hard work, knowledge of business and ability to do the work at a profit. There are many people who start with some knowledge and capital and are unable to produce the profit, and finally return to working for a successful contractor. Contracting is a very competitive business. It is appropriate at this time to add that, as prime contractors, we find that many people entering the field, both minority and white, find it very difficult to keep current with the innumerable forms required on federal-aid projects.

As a thirty-five year veteran of this contracting business, who has worked with many fine craftsmen, I think it is very unfortunate that there are people who think they can enter the business as a craftsman or as a contractor just because it appears to be a lucrative business requiring little skill. It takes a special kind of person to work in the mud or dust, rain, snow or hot sun; starting early in the morning and working long hours, with the knowledge that when this project is done they have to look for another job. Yet people in the contracting business rate very highly in intelligence, ability and dedication to their work.

The OSHD, Unions and Contractors have achieved goals in a program envisioned by the Federal Agencies, and yet criticism seems to be the order of the day instead of investigation of the actual situation. This criticism seems to come from two quarters, ie: those who don't understand the program and those who have been unsuccessful in participation. As a businessman, I doubt that you would accept a film clip advertisement from an unknown business without prior payment. Yet in this program, we must accept an unknown subcontractor's quotation the night before a bid and then guarantee that this subcontractor is competent to perform the work.

As an ending to this and to forestall criticism from your station along these same lines, on the next phase of the Union Avenue Project, for which we are the prime contractor, the OSHD required twenty-five percent MBE participation. We have met this goal. A twenty-five percent minority workforce is also required and we will attempt to meet this goal.

I did not personally see this broadcast, and would appreciate examination of the film clip in order to point out any further discrepancies.

Sincerely yours,

CASCADE CONSTRUCTION COMPANY, INC.

George R. Morton

George R. Morton
Vice President, Engineering

GRM:sc

cc: EEO file

VICTOR ATIYEH
GOVERNOR

# Department of Transportation
## HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

July 8, 1980

In Reply Refer to
File No

NOTED
U. S. COULTER

Baltazar F. Ortiz, Vice President
Dirt & Aggregate Interchange, Inc.
P. O. Box 71
Beaverton, OR 97005

Dear Mr. Ortiz:

Your letter dated July 2, 1980, filing a formal complaint against Cascade Construction Co., has been reviewed.

Cascade met the 25% MBE requirement on the N.E. Columbia Blvd.-NE Weidler St. (Unit #3) project by using minority business enterprises registered with the Oregon State Highway Division. Since it is the policy of the Highway Division and the responsibility of all contractors to utilize MBE's to the maximum extent possible, the complaint against Cascade is invalid.

Our telephone conversations of July 7 and 8 clarified your complaint and investigation request. Your revised complaint charges Woge Construction Inc. and Gishi Corp. as minority business enterprise "fronts". The results of this conversation identified that you request an investigation of the two above firms, challenging their right to claim Minority Business Enterprise status.

As discussed in the above telephone conversations, the MBE program currently being developed by the Highway Division, will thoroughly review all MBE applications prior to MBE Certification.

By this letter, I request the Federal Highway Administration to participate with the Division in the review of Woge Construction Inc. and Gishi Corp. to determine if these firms qualify as bona fide MBE's.

RECEIVED
STATE HWY ENGR
JUL 1 '80
REFER TO
FILE

Kearsey
Jackmond
Hopkins
Williams
Johnson
Glenn

RECEIVED
JUL 11 1980
CONSTRUCTION
BRANCH
Church

Form 734-3122

Since your original written formal complaint has been verbally revised, you must sign, date and return a copy of this letter to me. This signature verifies your allegations identified in the third paragraph of this letter.

Upon receipt of the returned copy, review procedures will begin.

Very truly yours,

C. T. Keasey
Ass't. State Highway
Engineer

By

Gareld Inloes
EEO & Labor Compliance
Manager

GI:mk

cc: Tony Burrow, FHWA
H. S. Coulter
Kay Turner

Signed by: _____ Date: July 17th 1980

Representing Dirt & Aggregate Interchange, Inc.

June 30, 1980

CON 4

City of Portland
621 S.W. Alder Street
Portland, Oregon 97205

Attn: David Vargas
Highway Coordinator

Gentlemen:

On June 26, 1980 a satisfactory bid was received from Cascade Construction Co., Inc., P.O. Box 4257, Portland, Oregon 97208 for N.E. Columbia Blvd.-N.E. Weidler (Unit 3) Union Avenue Section, FAU 3009. The advance deposit based on the anticipated construction cost of their bid is as follows:

| | |
|---|---|
| All Items | $2,488,350.00 |
| Permanent Pavement Striping | 3,000.00 |
| Temporary Pavement Striping | 1,250.00 |
| Remove Pavement Striping (Exist. & Temp.) | 2,000.00 |
| Temporary Erosion Control | 100.00 |
| Asphalt Cement Adjustment | 55,000.00 |
| On the Job Trainees (3 @ $800) | 2,400.00 |
| Signal Controller Testing (Engineering) | 5,000.00 |
| City of Portland-Water Bureau | 32,500.00 |
| Reconnect Roof Drains | 3,000.00 |
| Furnish & Install Bus Shelters | 9,000.00 |
| Install Water Meters | 1,765.00 |
| Furnish Water for Landscaping | 100.00 |
| Adjust Traffic Signals During Stage Construction | 5,000.00 |
| 4 1/2% Contingencies | 117,380.93 |
| 8% Engineering | 208,677.20 |
| ESTIMATED TOTAL COST | $2,934,523.13 |

City's Advance Deposit:
15% of $2,934,523.13 = $440,178.47 or say $440,000.00.

This project will be awarded upon receipt of your advance deposit, which should be in this office no later than July 18, 1980.

The attached sheet defines the three options for making your advance deposit. Please select the option you desire and submit your advance deposit in accordance with the instructions.

Very truly yours,

ORIGINAL SIGNED
D. E. SWAN

D. E. Swan
Operation Programming Engineer

ASH:gf

bcc w/AD # 791: Region 1 Federal Aid Engineer
Vern Skoog - Please return completed AD # 791 when check is received.

U. S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

**LETTER OF APPROVAL AND/OR AUTHORIZATION**

FEDERAL AID PROJECT NO.: TX-9809(6)

STATE PROJECT NO.: See below

FROM: G. L. Green, Division Administrator
FHWA - Salem, Oregon

PROGRAM NO.:

ITEM NO.: 71443

COUNTY NAME: Multnomah

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

TO:

Mr. H. S. Coulter
State Highway Engineer
Oregon State Highway Division
Salem, Oregon

RECEIVED
STATE HWY ENG'R
JUN 10 '80
REFER TO,
FOR
Info | Invest | P/D | D/R | Sign | Act | File

6/10
OHC

| DATE PS&E APPROVED | DATE AUTHORIZATION EFFECTIVE | FEDERAL ROUTE NUMBER | STATE ROUTE NUMBER |
|---|---|---|---|
| 6-4-80 | 6-4-80 | FAU 9809 | Primary 1E |

GENERAL LOCATION:

N. E. Columbia Blvd. - N. E. Weidler (Unit 3) Section

GENERAL DESCRIPTION OF WORK:

Utility Adjustment

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☐ PREPARATION

☒ OTHER (Specify) Utility Adjustment

☐ ACQUISITION OF RIGHT-OF-WAY

CONSTRUCTION - ADVERTISE FOR RECEIPT
☐ OF BIDS

☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Swan's letter of 5-16-80, you are now authorized to proceed with the actual adjustments for the City of Portland Bureau of Water Works water facilities relocation. Reimbursement will be on an actual cost basis estimated to be $36,371 - Federal funds $30,915. I approve the agreement with the City of Portland Bureau of Water Works.

Approval and participation for the eligible portion of the work authorized above is subject to the provisions of the Federal-aid Program Manual. No additional obligation of funds required.

| DATE | SIGNATURE OF APPROVING OFFICIAL | TITLE |
|---|---|---|
| 6-4-80 | G. K. Hammer | for Division Administrator |

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U. S. GOVERNMENT PRINTING OFFICE: 1978-831-855

U. S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

# LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO.: 9809(6)

STATE PROJECT NO.: See below

FROM: G. L. Green, Division Administrator
FHWA - Oregon Division

PROGRAM NO.:

ITEM NO.: 71443

COUNTY NAME: Multnomah

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

TO:

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

RECEIVED
STATE HWY ENGR
JUN 16 '80
REFER TO
FOR

| Info | Invest | R/W | D/P | Sign | Act | File |
|---|---|---|---|---|---|---|
| | | | | | | |

| DATE PS&E APPROVED | DATE AUTHORIZATION EFFECTIVE | FEDERAL ROUTE NUMBER | STATE ROUTE NUMBER |
|---|---|---|---|
| 6/4/80 | 6/4/80 | FAU 9809 | Primary 1 E |

GENERAL LOCATION:

NE Columbia Blvd. - NE Weidler (Unit #3) Section

GENERAL DESCRIPTION OF WORK:

Grade, Drain, High Type Pavement, Illumination and Traffic Signals

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY

☐ PRELIMINARY ENGINEERING FOR SURVEY AND PLAN PREPARATION

☐ ACQUISITION OF RIGHT-OF-WAY

☐ CONSTRUCTION - ADVERTISE FOR RECEIPT OF BIDS

☒ OTHER (Specify) Asphalt adjustment-$55,000
Perm. & Temp. Pavement Striping S.F. $4,250
Remove Temp. Striping (existing & temp.) S.F. $2,000
Temporary Erosion control $100-----On the job training $2,400

☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

After concurrence in award you are authorized to proceed with those items listed above as shown in your Estimate.

Mr. Swan's 6/2/80 request and certifying statements are accepted.

PS&E documents for the subject project have been reviewed and are approved at a total estimated cost of $3,800,000 Federal Funds $3,230,000.

A signed copy of the Title Sheet is returned herewith.

| DATE | SIGNATURE OF APPROVING OFFICIAL | TITLE |
|---|---|---|
| 6/4/80 | G K Hamm | for Division Administrator |

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1978 631-855

1E

# ENVIRONMENTAL REVIEW CHECKLIST

ALL CLEAR 4/25/80
Donald L Rand

May 29, 1980 Bid Letting _____ All Clear Deadline

SECTION NE Columbia-NE Weidler Unit #3
Highway Pacific East
County Multnomah Region I
Type of Work G-P-Sig-Signs-Illum. Funds FAI-X City
State ___ Consultant ___ Plans Avail. ___ Yes ___ No

| | Not Required | Required | Mitigation Required | Mitigation/Plans | ALL CLEAR |
|---|---|---|---|---|---|
| **DOCUMENTS:** | | | | | |
| EIS | X | | | | |
| Negative Declaration | | X | X | X | |
| Project Assessment | | X | | | |
| Write-off Letter | X | | | X | |
| **PERMITS:** | | | | | |
| Division of State Lands | X | | | | |
| D.O.G.M.I. | X | | | | |
| Corps of Engineers | X | | | | |
| Coast Guard | X | | | | |
| Co. Conditional Use | X | | | | |
| NPS Air Pollution | X | | | | |
| NPS Water Pollution | X | | | | |
| **CULTURAL:** | | | | | |
| Cultural Survey | N | | | N | |
| Cultural Salvage | N | | | | |
| **NOISE:** | | | | | |
| Noise Study | | X | | N | |

RECEIVED
TECHNICAL SERVICES
MAY 16'80
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

NOTED
E. S. HUNTER

ROW 18-4

May 16, 1980

Mr. G. L. Green
Division Administrator
Federal Highway Administration
530 Center St. NE, Suite 100
Salem, OR 97301

Water Facilities Relocation
Bureau of Water Works
City of Portland
NE Columbia Blvd.-NE Weidler St.
Section, Unit 3
Pacific Hwy. East (Union Ave.)
Multnomah County
Project No. IX-9809(6)

Here is a copy of an estimate of cost to adjust the Bureau of Water Works' facilities dated April 29, 1980, and a sketch showing their proposed relocation.

A certification prepared by Gary Kennen as to the Bureau's rights in the land occupied by their facilities is in our files.

The relocation of utilities is the responsibility of the City of Portland. The conflict was anticipated. The Bureau was advised verbally of the conflict. The relocation agreement will, therefore, consist of verbal notification of conflict, the estimate and sketch submitted herewith and our letter authorizing them to proceed with the work.

An appropriate permit for the utility's proposed relocation will not be issued, as these are City-owned facilities on City street right of way.

The State is not entitled to a credit for expired service life under the provisions of Paragraph 9b (1) (b) of PPM 30-4, as the relocation involves crossings of the project by the facilities.

There will be no betterment derived from the proposed adjustment of the Bureau's facilities.

Your approval of the actual cost agreement, as evidenced above and authorization to proceed with the work under the provisions of PPM 30-4 and 30-4.1 is requested. Estimated cost to the State is $36,371.

Yours truly,

D. E. Swan
Operations Programming Engineer

JMC/vlw
Enc.
cc: E. S. Hunter
Jack M. Cartwright
Gary Kennen

STATE OF OREGON
Department of Transportation
Metropolitan Branch

INTEROFFICE MEMO
Telephone: 238-8230
Date: May 16, 1980

File No: 26-1905

TO: L. E. GEORGE
Traffic Engineer

FROM: K. D. LIMBOCKER
Metro Design Engineer

SUBJECT: Approved Signal Plans
N.E. Columbia Blvd.-N.E. Weidler Sect.
Unit 3 - Pacific Highway East
Multnomah County
Prefix: 26-1905

Herewith two sets of signal plans for the subject unit, approved by Dave Vargas (Streets & Structures) and Don Bergstrom(Traffic) for the City of Portland. The plan was also approved by Tom Schwab, Metro Traffic Engineer.

NOTED
W.R. ZIPPES

pq

Attachments

NOTED
L.E. GEORGE

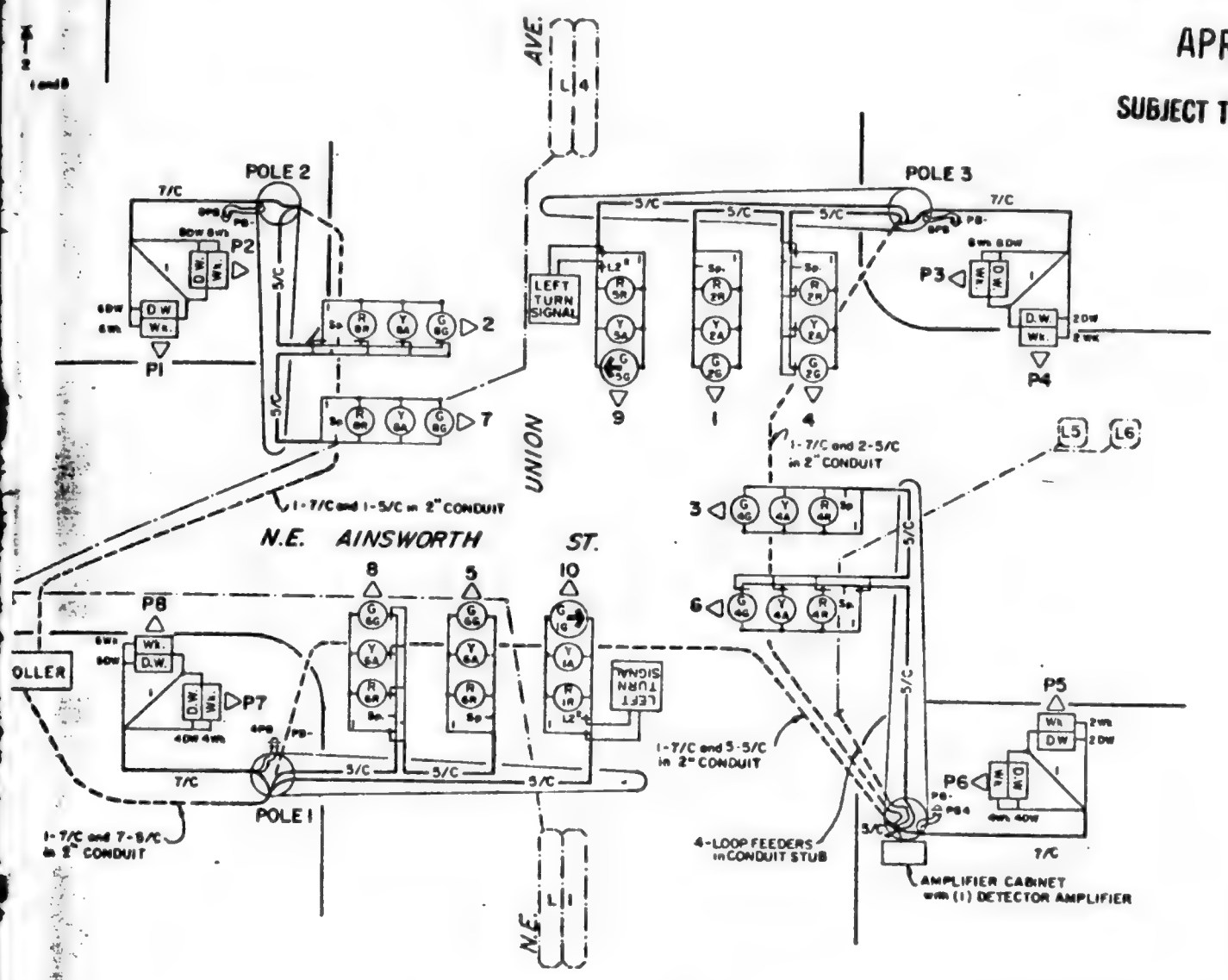
PROJECT MANAGEMENT BRANCH
ASHE ☐ STE ☐
PLE ☐ RE ☐ PRE ☐
MAY 21 19[illegible]
REFERRED TO _____
FOR _____
FILE: PM FA LG.

RECEIVED
MAY 20 1980
TRAFFIC ENGINEERING

PRELIMINARY COPY

APR 2 9 1980

SUBJECT TO MUTUAL REVIEW




WIRING DIAGRAM

NO SCALE

CITY APPROVAL

5/14/80

DATE

APPROVED

Traffic Engineer

4/28/80

Date

DESIGNED BY City

CHECKED BY

OREGON STATE HIGHWAY DIVISION

TRAFFIC ENGINEERING SECTION

TRAFFIC SIGNAL INSTALLATION

NE. COLUMBIA BLVD.-NE. WEIDLER ST. (UNIT 3) SEC.

PACIFIC HIGHWAY EAST

MULTNOMAH COUNTY

Date May, 1980

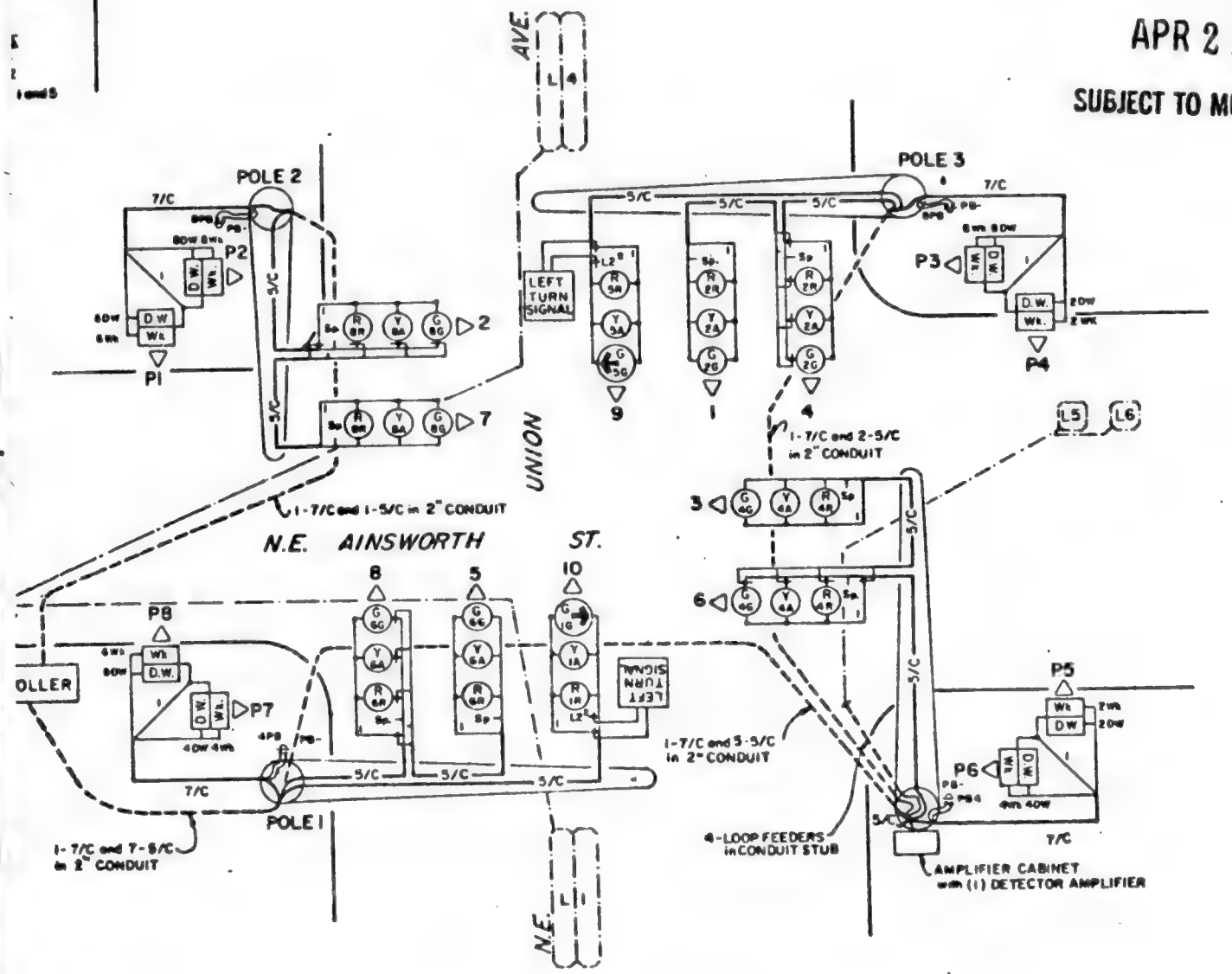
Accompanied by Drwg. Nos. 4787, 4788, 4789, 4790, 4791, 4792, 4793, 4794.

TE Dwg. no. 4786

PRELIMINARY COPY

APR 2 9 1980

SUBJECT TO MUTUAL REVIEW




## WIRING DIAGRAM

NO SCALE

Approved Don Bergstrom
Traffic Engineer

APPROVED
4/28/80

DESIGNED BY CTy
CHECKED BY WJ

OREGON STATE HIGHWAY DIVISION
TRAFFIC ENGINEERING SECTION

TRAFFIC SIGNAL INSTALLATION
NE. COLUMBIA BLVD.–NE. WEIDLER ST. (UNIT 3) SEC.
PACIFIC HIGHWAY EAST
MULTNOMAH COUNTY

DATE May, 1980
Accompanied by Drwg Nos 4787, 4788, 4789, 4790, 4791, 4792, 4793, 4794.

TE DWG NO. 4786

5-6-80

Section NE Columbia E' 1-NE Weidler. 1 (3) Programming Estimate $ 3,063,000

Highway Pacific East Project Length

County Multnomah Completion Time

Kind of Work Est. Comp. Date

Prefix 26-1905 C Letting Date Project No.

## ESTIMATED CONSTRUCTION AUTHORIZATION

| | | |
|---|---|---|
| Estimated Contract Amount | | $ 2,602,384 60 |
| Anticipated Additional Items: | | |
| Royalty Payment | | |
| Permit Fees | | |
| Slide Correction | | |
| Railroad Protective Costs | | |
| Other Railroad Costs | | |
| Permanent Signing | | |
| Permanent Pavement Striping | 3000 | |
| Temporary Pavement Striping | 1250 | |
| Remove Pavement Striping (Exist. & Temp.) | 2000 | |
| Temporary Erosion Control | 100 | |
| State Furnished | | |
| Roadside Seeding & Mulching | | $ 120,115 |
| Asphalt Cement Adjustment | 55,000 | |
| On the Job Trainees 3 @ $800 | 2400 | |
| State Responsibility for Damages | | |
| Signal Controller Testing (Engineering) | 5000 | |
| Bikeway Signs | | |
| Furnish Mailbox Posts | | |
| Adjust Utilities: | | |
| City of Portland-Water Bureau | 32,500 | |
| Reconnect Roof Drains | 3000 | |
| Furnish & Install Bus Shelters | 9000 | |
| Install Water Meters | 1765 | |
| Furnish Water for Landscaping | 100 | |
| Adjust Traffic Signals During Stage Constr. | 5000 | |
| Subtotal | | $ 2,722,799 60 |
| Contingencies (4-1/2%) | | 122,512 48 |
| Engineering (8, ~~10~~%) | | 217,799 97 |
| ~~Subtotal~~ | | $ |
| ~~Deduct for~~ | | |
| Estimated Net Authorization, Construction | | $ 3,062,812 05 |

APPROVED

CC: Max Klotz

Programmed 3,800,000 (3,230,000 F.F) 4-23-80 Z

REC'D 5-6-80 Z

Road Design Engineer

OREGON STATE HIGHWAY DIVISION — Sheet 1 of 3

SUMMARY--BID SCHEDULE--COST ESTIMATE — Date

Section NE Columbia Blvd - NE Martin St (Unit 3) — County

Kind Of Work — Length — Name Day 5-5-80

| No | Item | Code | Unit | Quant. | Unit Cost | Total |
|---|---|---|---|---|---|---|
| | Mobilization | | All | All | (8%) | 193,000 |
| | Temporary Protection and Direction of Traffic | | All | All | — | 130,000 - |
| | Temporary Signs | | SqFt | 353 | 6 - | 2118 |
| | Temporary Barricades | | Each | 16 | 125 - | 2000 |
| | Temporary Plastic Safety Markers | | Each | 24 | 80 - | 1920 |
| | Flagmen | | Hr. | 3000 | 22 - | 66,000 |
| | Sequential Arrow Signs | | Each | 3 | 3500 - | 10,500 |
| | Roadwork | | | | | |
| | Removal and Loading of Structures and Obstructions | | All | All | ... | 150,000 - |
| | Hauling and Disposing of Structures and Obstructions | | All | All | ... | 100,000 - |
| | Earthwork | | All | All | ... | 20,000 - |
| | Unstable Foundation Excavation | | Cu.Yd | 1000 | 7 - | 7,000 |
| | Trench Excavation | | Cu.Yd | 2170 | 12 - | 26,040 |
| | Special Backfill Material | | Cu Yd | 1050 | 20 - | 21,000 |
| | Finishing Roadbed and Slopes | | All | All | ... | 7500 - |
| | Furnishing and Placing Topsoil | | Cu Yd | 1405 | 12 - | 16,860 - |
| | Watering | | M-Gal | 50 | 20 - | 1000 |
| | Aggregate Base | | Ton | 2,000 | 15 - | 30,000 |
| | Roadbreaking Sand | | Ton | 800 | 12 - | 9,600 |
| | Lime Treated Subgrade | | Sq Yd | 39,000 | 1 50 | 58,500 |
| | Lime for Treated Subgrade | | Ton | 440 | 85 - | 37,400 |
| | Class "B" Asphaltic Concrete Mixture | | Ton | 29,000 | 20 - | 400,000 |
| | Asphalt in Mixture | | Ton | 1300 | 157 - | 204,100 |

OREGON STATE HIGHWAY DIVISION — Sheet 2 of 3

SUMMARY--BID SCHEDULE--COST ESTIMATE — Date

Section — County

Kind Of Work — Length — Name

| No | Item | Code | Unit | Quant. | Unit Cost | Total |
|---|---|---|---|---|---|---|
| | Asphaltic Tack Coat | | Ton | 11 | 250- | 2750 |
| | Relocating Existing Passenger Shelters | | Each | 2 | 500- | 1000 |
| | 8-inch Sewer Pipe | | Lin Ft | 1,320 | 13- | 17,160 |
| | 10-inch Sewer Pipe | | Lin Ft | 490 | 15- | 7,350 |
| | 12-inch Sewer Pipe | | Lin Ft | 110 | 23- | 2530 |
| | Concrete Sumps | | Each | 11 | 5000- | 55,000 |
| | Concrete Inlets, Type G-1 | | Each | 43 | 450- | 19,350 |
| | Special Manholes | | Each | 11 | 2500- | 27,500 |
| | 6-inch Drain Pipe | | Lin Ft | 140 | 10- | 1,400 |
| | Filter Fabric | | Sq Yd | 126 | 6- | 756 |
| | Gravel in Drains | | Cu Yd | 14 | 25- | 350 |
| | CL-6R Chain Link Fence, Modified | | Lin Ft | 140 | 12- | 1680 |
| | Concrete Walks | | Sq Yd | 2000 | 14- | 28,000 |
| | Concrete Driveways | | Sq Yd | 1900 | 18- | 34,200 |
| | Concrete Curbs | | Cu Yd | 390 | 120- | 46,800 |
| | Concrete Islands | | Cu Yd | 12 | 150- | 1800 |
| | Extra for Asphalt Approaches | | Each | 29 | 200- | 5800 |
| | Adjusting Manholes | | Each | 19 | 200- | 3800 |
| | Reconstructing Concrete Manholes | | Each | 3 | 750- | 2250 |
| | Adjusting Inlets | | Each | 4 | 250- | 10,000 |
| | | | | | | |
| | | | | | | |
| | | | | | | |
| | | | | | | |

OREGON STATE HIGHWAY DIVISION
SUMMARY--BID SCHEDULE--COST ESTIMATE

Sheet 3 of 3
Date

Section County

Kind Of Work Length Name

| No | Item | Code | Unit | Quant. | Unit Cost | Total |
|---|---|---|---|---|---|---|
| | Landscaping | | | | | |
| | Furnishing and Planting Vines | | Each | 4,736 | 0 60 | 2841 60 |
| | Bark Mulch | | Unit | 16 | 70 - | 1120 |
| | Soil Conditioner | | Cu Yd | 116 | 9 - | 1044 |
| | Irrigation System | | All | All | — | 12,385 - |
| | [illegible] | | [illegible] | [illegible] | 10 - | |
| | Signing | | | | | |
| | Removal of Existing Sign Installations | | All | All | — | 6000 - |
| | Move and Reinstall Existing Signs | | All | All | — | 15.000 - |
| | Sign Support Footings | | All | All | | 6 000 - |
| | Special Pipe Sign Supports | | All | All | | 20,700 - |
| | Type "C" Signs in Place | | Sq Ft | 62 | 10 - | 620 - |
| | Type "T" Signs in Place | | Sq Ft | 30 | 12 - | 360 - |
| | Illumination | | | | | |
| | Removal of Existing Illumination | | All | All | | 5,600 - |
| | Pole Foundations | | All | All | | 54,000 - |
| | Roadway Lighting Poles and Arms | | All | All | | 54,600 - |
| | Ornamental Light Poles | | All | All | | 34,200 - |
| | Luminaires and Ballasts | | All | All | | 4,500 - |
| | Painting | | All | All | | 54,400 - |
| | Switching, Conduit Wiring, Loops, Etc. | | All | All | | 190,000 - |
| | Traffic Signal Installation, Complete | | All | All | | 375,000 |
| | | | | | | |
| | | | | | | |
| | | | | | | |

IX P

VICTOR ATIYEH
GOVERNOR

# Department of Transportation
## HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.
PRO 6-2

April 23, 1980

TO: G. L. Green, Division Administrator
Federal Highway Administration

Original Signed By
D. E. Swan

FROM: D. E. Swan
Operation Programming Engineer

SUBJECT: Project Data Submission
Item No. 71443
Project No. IX-9809(6)
NE Col. Blvd.-NE Weidler (Unit 3) Section
Pacific E. Highway (Union Ave.)
Multnomah County

Attached support data consists of PR-1 forms and project maps.

It is the Oregon State Highway Division's intention to request PS&E approval upon availability of funds.

I request transfer of Interstate Substitution General Funds for construction of the subject project. This action will involve an estimated total cost of $3,800,000 with Federal funds in the amount of $3,230,000.

This request is based on the August 5, 1977 letter to you from the Governor of Oregon.

A copy of the State Clearinghouse A-95 review conclusions was forwarded previously.

JLG:bke
Attachments
cc: R.N. Bothman, Metro
Max Klotz, Metro
Jon Rose, Metro
Ed Hardt, Reg. 1
Gary Zehner, w/att.

√

Form 734-3122

Budget Bureau No. 41-R20(7

U.S

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO W. O.

FORM PR-1 (REV. 4-61)

4-23-80

# FEDERAL-AID PROGRAM DATA

*(PPM 21-1)*

| | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| CARD 2 | REPORT NUMBER (19)(20) | PROJECT LOCATION *(45 typewriter spaces)* 21 / 65 | | PRESENT | FUTURE (66) | YEAR (70)(71)(72) | REGION | STATE NAME |
| | | SR 99E, UPRR to NE Killingsworth (Portland) | ADT | 20,500 | 26,000 | 00 | 10 | Oregon |

| | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| CARD 3 | CHARACTER OF PROPOSED WORK *(35 typewriter spaces)* 28 / 62 | NATL. FOREST (63)(65) | FH ROUTE NO. (66)(68) | SUPV AGCY (69) | DA CLASSIF. (70) | DA AREA (71) | EMERG. YR. (72)(73) | PL. AUTH YR (74)(75) | PROJECT NUMBER PREFIX LETTER(S) 14 / 23 | PROJECT NUMBER NUMBER 7 |
| | Gr. Dr., H.T. Pave, Illum, Traf. Signals | | | | | | | | IX- | 9809 |

| | | | |
|---|---|---|---|
| CARD 4 | CLASS OF FEDERAL FUNDS: Interstate Substitutions General Funded | COUNTY NAME: Multnomah | C |
| | NAME OF URBAN AREA 17-31: Portland | ROUTE NO. U | FEDERAL-AID: 9809 (32) |
| | | STATE: 1E* (36)(37) | U.S.: --- |

| CARD 5 | LINE NO. | CHANGE CODE | PROJECT CODE | WORK CLASS | WORK TYPE (43-46) | STEP (53) | TERMINI *(Full description)* | MILES (54)(58) | TOTAL ESTIMATED COST (59-66) | FEDERAL FUNDS (67-76) 85% | STATE FUNDS | OTHER FUNDS City |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | (14-15) | (16) | 41 | 42 | | | | | | | | |
| 5 | | | | | **PE** | | | | | | | |
| 5 | | | | | **ROW** | | | | | | | |
| 5 | | | | | **CONST** (CODE) | | "NE Columbia Blvd.-NE Weidler (Unit 3) Sec." | 1.09 | 3,800,000 | 3,230,000 | --- | 570,000 |
| | | | | | | | PROJECT TOTALS | 1.09 | 3,800,000 | 3,230,000 | --- | 570,000 |

| CARD 1 | CODE 1 | PREPARED BY | JLG |
|---|---|---|---|
| 1 | 14 | PROGRAM APPROVAL DATES | 8-16-77<br>10-4-79 |

REMARKS

*Union Ave.

Additional Data: Item No. 7
No. IX-980

FORM PR-1 (REV. 4-61)

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

# FEDERAL-AID PROGRAM DATA

(PPM 21-1)

4-23-80

| OJECT LOCATION (45 typewriter spaces) | | PRESENT | FUTURE | YEAR | REGION | STATE NAME | STATE CODE | APPN CODE | ITEM NO. |
|---|---|---|---|---|---|---|---|---|---|
| R 99E, UPRR to NE Killingsworth (Portland) | ADT | 20,500 | 26,000 | 00 | 10 | Oregon | 41 | 823 | 71443 |

| C WORK (35 typewriter | NATL. FOREST | FH ROUTE NO. | SUPV AGCY | DA CLASSIF. | DA AREA | EMERG. YR. | PL. AUTH YR | PROJECT NUMBER PREFIX LETTER(S) | NUMBER | SEQ. NO. | I. Projects Only POST MI. DESIG. |
|---|---|---|---|---|---|---|---|---|---|---|---|
| ve, Illum, Traf. | | | | | | | | IX- | 9809 | (6) | |

Interstate Substitutions General Funded

COUNTY NAME: Multnomah — CODE: 051

Portland

ROUTE NO. U — FEDERAL-AID: 9809 — STATE: 1E* — U.S.: ---

PROGRAM STAGE: [ ] 1 OR [ ] 2

| WORK TYPE | STEP | TERMINI (Full description) | MILES | ESTIMATED PROJECT COST BY PHASES: TOTAL ESTIMATED COST | FEDERAL FUNDS 85% | STATE FUNDS | OTHER FUNDS City | CHARACTER OF PROPOSED WORK (Full description) |
|---|---|---|---|---|---|---|---|---|
| E | | | | | | | | Utility adj. as req. |
| OW | | | | | | | | |
| ONST (ODE) | | "NE Columbia Blvd.-NE Weidler (Unit 3) Sec." | 1.09 | 3,800,000 | 3,230,000 | --- | 570,000 | ROW-80' normal; Access Control-partial; Parking Restrictions-complete. |
| JLG | | PROJECT TOTALS | 1.09 | 3,800,000 | 3,230,000 | --- | 570,000 | |

OVAL DATES: 8-16-77, 10-4-79

REMARKS: *Union Ave.

Additional Data: Item No. 71443, Project No. IX-9809(1)

- over -

USCOMM DUSCOMM-DC 48008-P

NE Columbia Blvd.-NE Weidler (Unit 3) Sec.
Project No. IX-9809(6)

Note: 1)
2)
3)

Existing Facility: Curbed section 50' wide providing four bituminous travel lanes with parking on one side and having 7' walks on both sides. 5 signalized intersections all interconnected.

Adjacent Sections:
N. End - - - Oxing UPRR @ Baldwin St.; Br. No. 5290; Hwy. over RR and Hwy; RCDG; L217'; HC 41'; H-15 loading.
S. End - - - 58' curbed section providing 4 bit. surf. traf. lanes with median 10' to 12' in width const. under Project No. IX-9809(5).

Project Data: The work consists of grade, drain, high-type pave a 58' curbed section accommodating four traffic lanes with a median (var. 10' to 12') area. Update traffic signals at five intersections and add left turn phase at two intersections. Install illumination, perform landscaping and incidental work common to this type of project. Adjust utilities as required.

System Action, Airports, Railroads, Water Developments, Historical and Recreational Areas: None involved.

FHPM 7-7-2 Requirements: Final Negative Declaration approved by FHWA on February 22, 1979.

FHPM 4-1-4 Requirements:
a) State Clearinghouse - A-95 review conclusions dated August 16, 1977.
b) District 2 Clearinghouse - Satisfied by inclusions in MSD TIP.

FHPM 7-7-5 Requirements:
1) Public Hearings - None required under Oregon Action Plan.
2) Location/Design - Granted February 22, 1979 under FND.

Data for PR-37:

| | | |
|---|---|---|
| Roadway | (Type Code 6103) | $2,947,800 |
| Hwy. Lighting | (Type Code Y030) | 417,200 |
| Traf. Signals | (Type Code Y031) | 405,000 |
| Utilities | (Type Code Y060) | 30,000 |

NE Columbia Blvd.-NE Weidler (Unit 3) Sec.
Project No. IX-9809(6)

Note: 1)
2)
3)

Existing Facility: Curbed section 50' wide providing four bituminous travel lanes with parking on one side and having 7' walks on both sides. 5 signalized intersections all interconnected.

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| | | |
|---|---|---|
| Roadway | (Type Code 6103) | $2,947,800 |
| Hwy. Lighting | (Type Code Y030) | 417,200 |
| Traf. Signals | (Type Code Y031) | 405,000 |
| Utilities | (Type Code Y060) | 30,000 |

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by FHWA

16, 1977.
TIP.

Note: 1) This project is in Congressional District No. 3.
2) Included in MSD FY '80 TIP A/E on page 139 as No. 231.
3) On-the-job trainees, as set forth in FHWA order interim 7-2(2)., on the project will be determined at PS&E stage and the number stipulated in the PS&E documents.

4-21-80

NEEDED FOR ALL PROJECTS ON COLUMBIA WEIDLER SECTION

| | | | |
|---|---|---|---|
| UNIT 1 | CONST. | 4,299,010.00 | 3,654,160 |
| UNIT 2 & 3 | R/W | 174,000 | 147,900 |
| UNIT 1, 2, 3 | PE | 350,000 | 300,300 |
| UNIT 2 | CONST (EST) | 1,000,000 | 850,000 |
| UNIT 3 | " " | 3,434,000 | 2,918,900 |
| | TOTAL | 9,257,010.00 | 7,871,260 |

MSD AUTH. 5,728,189

2,099,691

7,827,880

FHWA AUTH (UNIT 3) 0

ESTIMATE EXCEEDS METRO OBLIGATIONAL LIMIT.

| | | |
|---|---|---|
| EST. | 3,434,000 | 2,918,900 |
| MET. OB. LIMIT | | 2,126,400 |

STATE OF OREGON

INTEROFFICE MEMO

1E

TO: DUANE CHRISTENSEN
Final Design Engineer

DATE: April 2, 1980

FROM: EDWARD L. HARDT
Region Engineer

SUBJECT: NE COLUMBIA BLVD.-NE WEIDLER
UNIT 3 (DESIGN)
CONSTRUCTION STAGING

Unit 1 of the Union Avenue project had quite tight controls on the contractor with respect to the phases and staging of the work. As that work opened up, it became apparent to our Resident Engineer, the City, and the contractor, that it would be more efficient all the way around to open the construction area up a little. We have entered into an agreement with the contractor for that purpose.

Now comes the question of staging for Unit 3 of Union Avenue. Attached is a copy of an April 1 letter from Resident Engineer Chuck Lobaugh requesting that the specifications require the contractor to confine his activity to 3000 feet of Union Avenue. Chuck would not require that any specific limits be given to the 3000 feet, merely that that be a maximum limitation of the work area, location to be determined by the contractor. As you can see from the attached letter from the City, dated March 19, they are willing to defer to Chuck's judgment. I am, also, and request that the specifications be written accordingly.

Attachment

ELH/cp
cc Chuck Lobaugh

Contains Recycled Materials
81-125-1387

FORM 81-734-3030

# OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

3700 S.E. 82nd St.
Portland, OR 97266

April 1, 1980

FILE:

FROM: Charles Lobaugh
Resident Engineer

SUBJECT: N.E. Columbia Blvd.-N.E. Weidler
Unit 3 (Design)
Construction Staging

TO:

Ed Hardt
Region Engineer

The attached letter has led some of our designers and planners to think I wanted to remove all restrictions on how large an area could be under construction at one time. In our 3 way telephone conversation a couple of weeks ago with Don Adams, I stated that Vic Rhodes and myself had agreed that the specifications should limit the main construction activity to 3,000 feet. During the disign of Unit 1, Mort and I were consulted and agreed 100% on the idea of setting definite ends to 4 block phases. After watching the construction, I think the above would be a better approach.

RECEIVED
1980
REGION 1

CITY OF
PORTLAND
OREGON

DEPARTMENT OF
PUBLIC WORKS
MIKE LINDBERG
COMMISSIONER

OFFICE OF
PUBLIC WORKS
ADMINISTRATOR

621 SW ALDER
PORTLAND OR 97205

March 19, 1980

Chuck Pietrok
ODOT-Metro
5821 NE Glisan Street
Portland, Oregon 97213

Re: NE Union Avenue - Unit III
Construction Staging

Dear Chuck:

Pursuant to your telephone conversation with Vic Rhodes on March 13, 1980, the City will defer to the resident engineer's judgment regarding staging of the subject project. Our concern is that the businesses along Union Avenue are not unreasonably inhibited during construction.

We request that the resident engineer take all necessary action to mitigate conflicts between the contractor's activities and the abutting businesses. Sections 105 and 108 of the Standard Specifications should allow ample control to provide for the smooth progression of work.

Sincerely,

David J. Vargas, P.E.
Acting Chief
Bureau of Street & Structural Engineering

DJV:VFR:lj

cc: Chuck Lobaugh

RECEIVED
MAR 21 1980
RESIDENT ENGR
CHARLES LOBAUGH

METROPOLITAN SERVICE DISTRICT

TIP PROJECT ADJUSTMEN.

25-Mar-80

STATEMENT OF TRANSACTION IN FEDERAL DOLLARS

REQUEST DATED 10-MAR-80

TRANSACTION #: 800325 3
PROJECT: PE/RESERVE ACCT-UNION AVENUE(OR99E)-WEIDLER TO COLUMBIA BLVD-#6
FUNDING: I505 CATEGORY F-REGIONAL TRANSIT/HIGHWAY IMPROVEMENT PROJECTS-CIT
SPONSOR: CITY OF PORTLAND
FILE # : 76362621
RESOLUTION: MSD ADMINISTRATIVE ADJUSTMENT

| | **********PREVIOUS STATUS********** | | | ******NEW STATUS******* | |
|---|---|---|---|---|---|
| | TOTAL | LESS OBLIGATION | UNOBLIGATED BALANCE | THIS TRANSACTION | UNOBLIGATED BALANCE | PROJECT TOTAL |
| CONSTRUCTION | 0 | 0 | 0 | 2,099,691 | 2,099,691 | 2,099,691 |
| TOTAL | 0 | 0 | 0 | 2,099,691 | 2,099,691 | 2,099,691 |

PROJECT: CITY OF PORTLAND REGIONAL TRANSIT/HIGHWAY IMPROVEMENT PROJECTS
FUNDING: I505 CATEGORY F-REGIONAL TRANSIT/HIGHWAY IMPROVEMENT PROJECTS-CIT
SPONSOR: CITY OF PORTLAND
FILE # : 76352748

| | | | | | |
|---|---|---|---|---|---|
| RESERVE ACCOUNT | | | | | |
| 38,073,604 | 0 | 38,073,604 | -2,099,691 | 35,973,913 | 35,973,913 |
| TOTAL | | | | | |
| 38,073,604 | 0 | 38,073,604 | -2,099,691 | 35,973,913 | 35,973,913 |

[][][][]
362*32* 2099691****
352*62* 50000000****

0 2099691
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9147

THE CITY OF
PORTLAND
OREGON

DEPARTMENT OF
PUBLIC WORKS

MIKE LINDBERG
COMMISSIONER

OFFICE OF
PUBLIC WORKS
ADMINISTRATOR

621 S.W. ALDER
PORTLAND, OR 97205

February 28, 1980

ODOT-Metro
5821 N.E. Glisan St.
Portland, Oregon 97213

Attn: Chuck Pietrok

Re: NE 13th Avenue Sewer Relief Project
NE Union Avenue, Unit III

Dear Chuck:

I have discussed the construction schedule for the City's sewer project with Mr. Ray Sims of the Bureau of Sanitary Engineering. The projected construction start is on or about June 1, 1980, with a schedule completion of August 15, 1980.

Should you have additional detailed questions, please contact either Ray Sims at 248-4209 or myself at 248-4330.

Sincerely,

Victor F. Rhodes, P.E.
Bureau of Street & Structural Engineering

VFR:lj

cc: Ray Sims

Noted By Chuck Pietrok
2/29/80

STATE OF OREGON

INTEROFFICE MEMO

Cost Analysis — DEPT.

378-6386 — TELEPHONE

TO: Duane Christensen
Final Design Engineer

DATE: October 30, 1979

FROM: Edgar L. Johnsen
Chief Cost & Special Studies Engineer

SUBJECT: N.E. Columbia Blvd.-N.E. Weidler St. (Unit 3)
Pacific Highway East - Multnomah Co. - Project 26-1905
Recycle of Existing Surfacing

A study to recycle surfacing was made by Cost Analysis for Unit 1 of this section. Unit 3 is similar in construction limitations and therefor the Unit 1 findings are valid for comparison.

1. The quantity of surfacing material being removed is insufficient to warrent a recycle project. 50,000 tons+ of recycle aggregates are required to make the job economical. There is about 13,000 tons on this project which will cost $10.00 per cubic yard in stockpile.

2. The staging of constrution by "Cells", requiring completion of one Cell before beginning of another may make the mobilization costs of a PR 750 prohibitive, as well as uncertain availability of the equipment when needed by the prime contractor for each small Cell.

3. P.C. Concrete, patching asphalt concrete and original paving asphalt all mixed together would be a quality control problem for any re-use.

4. If the surfacing is stockpiled on State property for use at a later date on another project, credit to the Federal Highway Administration may be a consideration.

5. Removing all of the asphalt concrete would leave an unsatisfactory surface for the traveling public during construction.

For the reasons stated above it is considered more appropriate to let the contractor dispose of the old surfacing than to salvage and recycle the surfacing.

cc: Ed Hardt
W. E. Cole

Refer to Christensens Oct. 18, 79' letter
GS:bn

1 Versteeg ✓
Anderson
Christensen
Olson
2 Sullivan
Terpin
Trout
Wakerlin

RECEIVED
OCT 3 1 1979
ROAD DESIGN SECTION

Do Not File
Return To
Bring
Action

26-1905

1-E

**STATE OF OREGON** **INTEROFFICE MEMO**

ODOT - METRO (DEPT.) 238-8226 (TELEPHONE)

TO: D. O. Christensen
Final Design Unit

DATE: October 19, 1979

FROM: D. R. Adams
Project Development Manager

SUBJECT: N.E. Columbia Blvd.-N.E. Weidler Street (Unit 3)
Pacific Highway East/Union Avenue

The construction staging plans for Unit 1 and Unit 3 have been reviewed by the city and by our Metro staff and are acceptable to all parties.

Please proceed incorporating the proposed staging in the contract plans.

DRA:PE

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Anderson
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OCT 23 1979
ROAD DESIGN SECTION

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1-E 7

Road Design Section 378-6558

E. L. Johnsen
C. J. Gregg

October 18, 1979

ORIGINAL SIGNED
DUANE O. CHRISTENSEN
Duane O. Christensen
Final Design Engineer

Subject: N.E. Columbia Blvd.-N.E. Weidler St. (Unit 3)
Pacific Highway East
Multnomah County

By a copy of this letter, we are requesting that a recycle study of existing surfacing materials be made on the above-named project.

Following is a summary of data that may be helpful in preparation of the study:

1. All existing surfacing materials are to be removed. (See attached typical sections of existing roadbed.)

2. The existing surfacing consists of approximately 3,500 cubic yards of asphalt concrete, 1,600 cubic yards of macadam and 3,700 cubic yards of concrete pavement. These figures were obtained by using six core samples taken from the project, so the quantities could vary.

3. The project will be staged in eight sections. Each section will be paved before commencing work on the next section.

4. The base design for the project calls for 6 inches of lime treated subgrade, 7 inches of Class "B" A.C. base course (15,500 ton± ) and 2 inches of Class "B" A.C. wearing course (4,500 ton± ).

The project is scheduled for contract in April, 1980.

WEC:ja

Attachment

cc Ed Hardt (enc.)
W. E. Cole

V
Versteeg
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RECEIVED
OCT 18 1979
ROAD DESIGN SECTION

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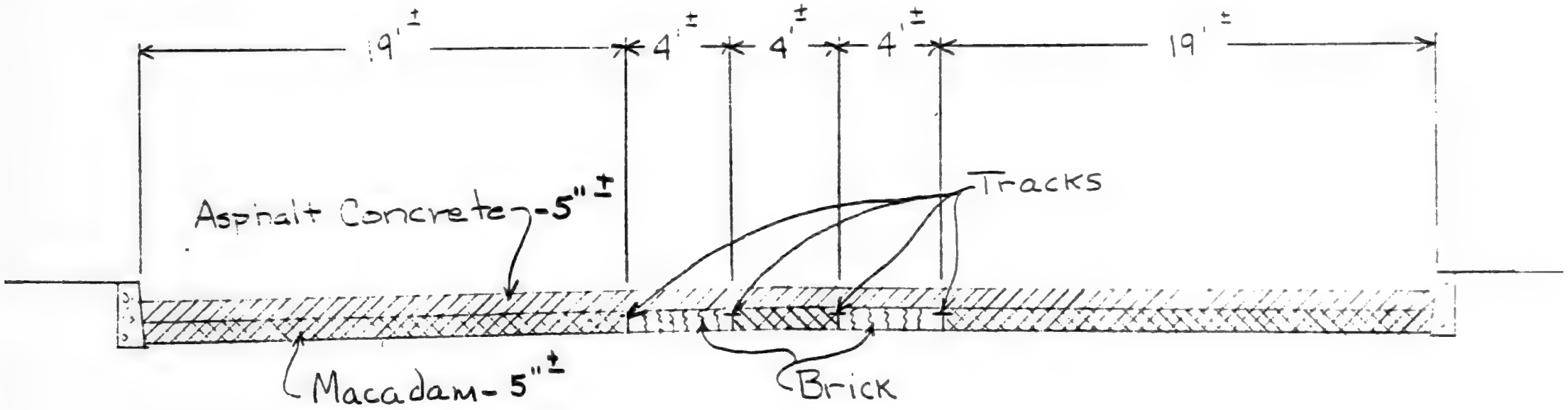
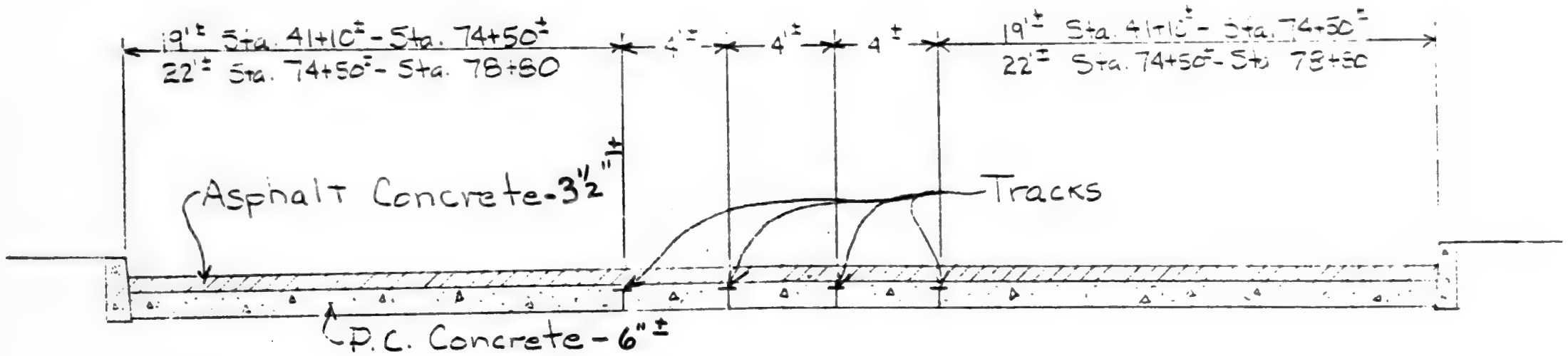
N.E. Columbia - N.E. Weidler (Unit 3
Pacific Hwy. East
Multnomah County




STA 21+50 To STA 41+10±




STA 41+10± To STA 78+80
EXISTING PAVEMENT

1E

ROAD DESIGN SECTION

D. R. Adams
Project Development Manager
Metro

September 18, 1979

From: ORIGINAL SIGNED
DWANE O. CHRISTENSEN
D. O. Christensen
Final Design Engineer

Subject: N. E. Columbia Blvd.-N. E. Weidler St. (Unit 3)
Pacific Highway East
Multnomah County

Attached are two copies of a proposed stage construction plan and typical sections being submitted to you for review and comments.

The plan is similar to that approved for Unit 1. There is a 200-foot section at the beginning of the project that will require three-stage construction. The existing curb-to-curb width is only 41 feet in this section, so two-stage construction would restrict the two lanes of traffic to 20.5 feet, which includes any shy distance to the construction area.

The average length of the phases are slightly more than one-quarter mile, this being the same length as shown on Unit 1.

DOC:ja

Attachments

cc W. E. Cole
Chuck Pietrok

Versteeg ✓
Anderson
Christensen
Olson
Sullivan
Tarpin
Trott
Wilson

RECEIVED
SEP 13 1979
ROAD DESIGN SECTION

Do Not File
Return To
Signature
Action

1-E

Road Design Section 78-6558

Chuck Pietrock, Metro
Project Coordinator

September,17, 1979

W. E. Cole
Design Engineer Supervisor

NE Columbia Blvd.-NE Weidler St.
(Unit 3)
Pacific Highway East
Multnomah County

Work has commenced on preparation of the contract plans for the subject project scheduled for the April 24, 1980, letting.

There are questions that we need a response to so we can proceed with the design:

1. On Unit 1, north of Alberta Street, the City requested that sumps be used for the storm drainage. Does the City want to use sumps on the entire length of Unit 3, or only in specific sections? If sumps are to be used, we will need permeability tests in these sections so the depth of sumps can be determined.

2. The City plans a sewer line replacement from Dekum Street to Lombard Street sometime in 1980. What are their specific plans, such as location, size of line, and location of manholes? When will this line be installed? Will the line be used exclusively for sanitary sewer?

3. Will the parking lot at Station 129+00± left be constructed in Unit 2 or Unit 3?

BD:ab
cc: Bob Gettis

RECEIVED
SEP 13 1979
ROAD DESIGN SECTION

1980 Ore. Coast Hwy. @ North 22nd St. in Lincoln City. (Traffic sig. installation) 9168

Smead
No. 2-152-5L

C+A 7179 11-16-79

File

REPORT OF ACTION UNDER DELEGATED AUTHORITY BY
ASSISTANT STATE HIGHWAY ENGINEER

On behalf of the Commission and under authority delegated to me to accept contracts completed according to specifications, I accepted the following:

| Contractor and Contract No. | Section & County | Acceptance Date |
|---|---|---|
| Paul Bros., Inc.<br>No. 8781 | Cow Creek Safety Rest Area<br>Douglas County | June 5, 1981 |
| Dales Sand & Gravel Co., Inc.<br>No. 9096 | Scholls Hwy. @ Allen Blvd. (Beaverton)<br>Washington County | June 5, 1981 |
| R. L. Coats<br>No. 9028 | Plainview Rd.-Deschutes River<br>Deschutes County | June 8, 1981 |
| Oceanlake Paving Co.<br>No. 8969 | Port Drive (Depoe Bay)<br>Lincoln County | June 12, 1981 |
| Salem Road & Driveway Company<br>No. 9138 | Silverton Rd. NE & Lana Ave. (Salem)<br>Marion County | June 16, 1981 |
| Western Const., Inc.<br>No. 8880 | Brogan Hill-Brogan<br>Malheur County | June 17, 1981 |
| Weaver Construction Co.<br>No. 9114 | Wenaha River (Troy) Bridge<br>Wallowa County | June 18, 1981 |
| Hamilton Construction Co.<br>No. 8989 | Beaver Slough (McLean) & Clatskanie Slough (Erickson) Brs. | June 19, 1981 |
| J. C. Compton Co.<br>No. 9133 | W. Cascade Locks Intchge.-Herman Creek, Hood River Co. | June 19, 1981 |
| Tice Electric Co.<br>No. 9154 | Sandy Blvd. @ 50th & 70th Aves.<br>Multnomah County | June 25, 1981 |
| Hansen Electric Co., Inc.<br>No. 9168 | Oregon Coast Hwy. @ N. 22nd St. (Lincoln City)<br>Lincoln County | June 25, 1981 |
| Stach Construction Co.<br>No. 9206 | "D" Canal (6th St.) Bridge<br>Klamath County | June 25, 1981 |
| Roy L. Houck Construction Co.<br>No. 8882 | Pine St. NE-Academy St. NE (Salem)<br>Marion County | July 7, 1981 |

| Contractor and Contract No. | Section & County | Acceptance Date |
|---|---|---|
| Ajax Electric Co.<br>No. 9131 | Portland Traffic Signals @<br>5 Locations<br>Multnomah County | July 7, 1981 |
| Weaver Construction Co.<br>No. 9231 | Pine Creek (Main St.) Bridge<br>Umatilla County | July 7, 1981 |
| Platt-Kozowski Corp.<br>No. 8919 | Applegate River Bridge<br>Josephine County | July 7, 1981 |

July 13, 1981

C. T. Keasey
Asst. State Highway Engineer

July 9, 1981

United Pacific Insurance Company
Fidelity & Surety Department
P. O. Box 1216
Tacoma, WA 98401

CON 5
#9168

Gentlemen:

On July 1, 1981, we wrote to you concerning release of final payment on Contract No. 9168 awarded to Hansen Electric Company, Inc. for work on the Oregon Coast Highway at North 22nd Street in Lincoln City, Lincoln County.

Final payment on this contract is $1,000.25 and the total contract amount is $45,426.50. No work was performed under force account.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

jas
cc: Hansen Electric Company, Inc.
P. O. Box 1228
Coos Bay, OR 97420

bc: C. T. Keasey
Walt Hart
C. O. Fredrickson

FORM 81-734-3004

OREGON STATE HIGHWAY DIV ON

# FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

| | | |
|---|---|---|
| ME OF JOB: Oregon Coast Highway and 72nd St (Lincoln City) | SECTION: Oregon Coast Highway 72nd St (Lincoln City) | WEEK ENDING: May 23, 1981 |
| | | SECTION PREFIX: 21-1138 |
| | HIGHWAY: Oregon Coast | COUNTY: Lincoln |
| | KIND OF WORK: Traffic Signal Installation | |
| NTRACTOR: Larsen Electric Co | CONTRACT NUMBER: 9165 | FEDERAL AID PROJECT NUMBER: State |
| TE OF CONTRACT: July 24, 1980 | DATE WORK STARTED: 11/4/80 | ESTIMATED COMPLETION DATE: |
| NGE FORCE ON PROJECT FOR THE WEEK: 0 SUPERVISION 0 | SPECIFIED WORK DAYS | WORK DAYS USED |
| | SPECIFIED CALENDAR DAYS 200 | CALENDAR DAYS USED 199 |
| JECT AUTHORIZATION $ 54,942.52 | SPECIFIED COMPLETION DATE | PERCENT OF TIME ELAPSED 99½ |
| CLUSIVE OF ENGINEERING $ 50,142.52 | SUPPLEMENTAL AUTHORIZATION $ 4,797.00 | PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST 100 |
| TIMATED COST OF COMPLETED JECT EXCLUSIVE OF GINEERING $ 54,142.52 | ESTIMATE COST ESTIMATE $ 5,400. | PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION 117 |
| TIMATED PERCENT OVERRUN xxxxxx 17 % | PERCENT OF AUTHORIZATION 113 % | DATE PROJECT WAS COMPLETED: 2/20/81 |

ESTIMATED PERCENT COMPLETE (ROADWORK)

| EARTH | ROCK | GRADING | BASE | OIL & OIL OR PAVE MAT'L PROD | | | |
|---|---|---|---|---|---|---|---|
| | | | | CRUSHING | SPACING | MAINTENANCE MATERIALS | OIL & BITUMINOUS MACADAM | PAVING |
| ESTIMATE [illegible] | | | | | | | | |
| ESTIMATE COMPLETED | | | | | | | | |
| [illegible] | | | | | | | | |
| ESTIMATE [illegible] | | | | | | | | |
| [illegible] | | | | | | | | |
| [illegible] | | | | | | | | |
| [illegible] | | | | | | | | |
| [illegible] | | | | | | | | |
| [illegible] | | | | | | | | |
| [illegible] | | | | | | | | |

| May | | |
|---|---|---|
| 17 | Rain | 199 |
| 18 | Showers | " |
| 19 | Cloudy | " |
| 20 | Overcast | " |
| 21 | Overcast | " |
| 22 | Cloudy | " |
| 23 | | " |

RECEIVED
MAY 27 1981

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

| | |
|---|---|
| SUNDAY 17 | No Activity this Week |
| MONDAY 18 | |
| TUESDAY 19 | |
| WEDNESDAY 20 | |
| THURSDAY 21 | |
| FRIDAY 22 | |
| SATURDAY 23 | |

REMARKS

Working on semi-final Estimate.

Semi-final Will be submitted next week

This will Be The Last Report..

LOCATION Newport

STATE OF OREGON

# INTEROFFICE MEMO

FILE: CON 5 #9168

TO: H. S. Coulter
State Highway Engineer

DATE: May 6, 1981

FROM: O. B. Jackmond
Contract Administration Engineer

NOTED
H. S. COULTER

SUBJECT: Request for Increased Project Authorization
N. 22nd St. (Lincoln City)
Oregon Coast Highway
Contract No. 9168

The cost for this State financed traffic signal project is expected to exceed that authorized by $6,340, or 11.5 percent. The contractor has recently completed installation of signals, but has not yet fulfilled all contract obligations.

The interconnect line serving the project was not installed in accordance with the electrical code and requires reinstallation. The line was installed years ago by State forces. The work will be performed by State forces at an estimated cost of $8,500.

A rough draft letter to the Transportation Commission is attached as is a copy of the Expected Overrun of Project Authorization form.

WR:fr

Att.

cc: C. O. Fredrickson
Charles Elroy
Robert Church

Scott - this looks like a maintenance item why not charge to maintenance and forget this

I agree - charge to Maintenance

November 16, 1979

City of Lincoln City
City Hall
Lincoln City, OR 97367

AGR 4-1

Attention: D. W. Works
City Recorder

MISC. CONTRACTS and
AGREEMENTS No. 1171

Gentlemen:

Attached for your files is a fully executed copy of an agreement for installation of traffic signal equipment on the Oregon Coast Highway at N. 22nd Street in Lincoln City.

We have retained a fully executed copy of this agreement for the Transportation Commission's files.

Sincerely,

C. W. Head
COMMISSION SERVICES

kkr
Attachment

bc: Don Harwell (agreement attached)

# OREGON STATE HIGHWAY DIVISION
# PROJECT REQUEST

**A. IDENTIFICATION:** Date: October 2, 1979

Proposed Section: Oregon Coast Highway at North 22nd Street — Region: 2

Highway: Oregon Coast — St. Hwy. No. 9 — M.P. 113.82 to M.P. ____ — Length: N/A

County(s): Lincoln — (Attach Sketch Map)

Recommended Construction Date: Soon as Possible — Proposed 6 YP ____

Method of Doing Work: Contract * — St. Force * — Other ____

*Contract, State Forces, or Combination

**B. FINANCING**

| | Section | Year | Funds Available |
|---|---|---|---|
| Postpone ☐ | | Current 6 YP | |
| | | Recommend | |
| Cancel ☐ | | Current 6 YP | |
| | | Recommend | |

If not one of the above - Recommended Financing: ____

FAI ☐ , FAP ☐ , FAS ☐ , ST. CONST. ☒ , OTHER ☐ ____

**C. ROADWAY & TRAFFIC**

| | Width | | | Structures | | Extg. Traffic (Year ) | | Proj. Traffic (Year ) | |
|---|---|---|---|---|---|---|---|---|---|
| | No. Lanes | Pvmt. | Shldrs. | Walks | No. | Tot. Lng. | ADT | Service Level | ADT | Service Level |
| Existing Facility: | 5 | | curbs | both sides | | | 14,200 | | | |
| Proposed Facility: | | | | | | | | | | |

**D. DEFINE THE PROBLEM:** Inability of traffic to safely enter or cross Hwy 101 traffic

**E. PROPOSED SOLUTION:** Install five(5) phase signal

**F. REASON FOR REQUEST AT THIS TIME:** Meets minimum warrants

**G. COST ESTIMATE**

| | |
|---|---|
| Roadway Work | $ ____ |
| R/W (Approx: No. of Parcels ____, Acres ____, Any Reloc. ____). | ____ |
| Structures | ____ |
| Other (Define) Signals | 70,000 |
| Preliminary Engineering (By Whom) State | 5,000 |
| TOTAL | $ 75,000 |

**H. REQUESTED BY:** Norman Nemec
Region Engineer or Section Head

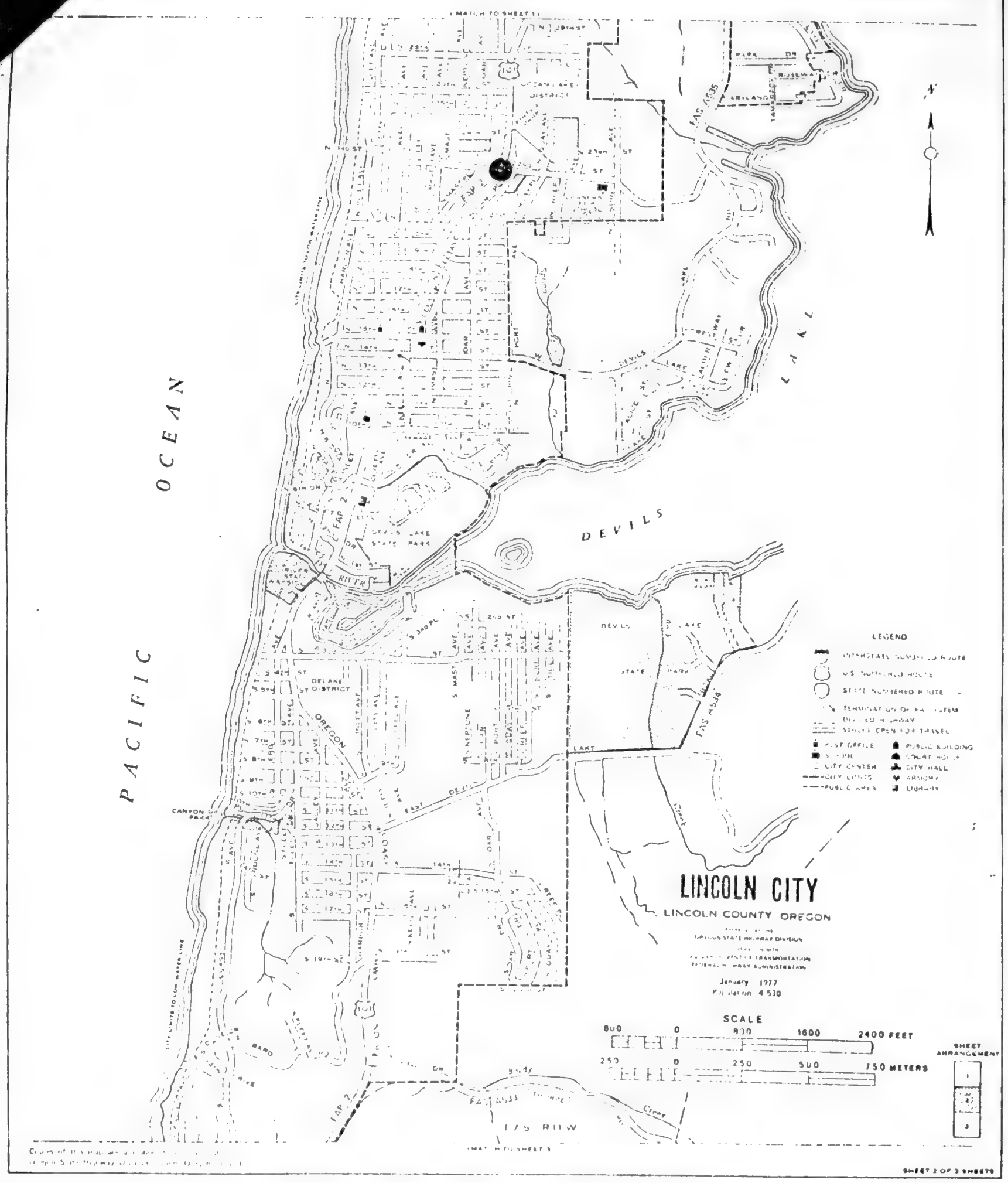
Approval/~~Disapproval~~ E.J. Tourtellotte 10-8-79
State Highway Engineer — Date

Approval/Disapproval ____
Asst. Director for Operations — Date
Oregon Transportation Commission

Approval Date ____

Remarks & Action Taken:

Form 734-1386 (3-78)


MATCH TO SHEET 1
PACIFIC OCEAN
DEVILS LAKE
DEVILS LAKE STATE PARK
DELAKE DISTRICT
OCEANLAKE DISTRICT
CANYON CREEK PARK
SILETZ RIVER
FAP 2
FAS 4535
N
LEGEND
INTERSTATE ROUTE
US NUMBERED ROUTE
STATE NUMBERED ROUTE
POST OFFICE
SCHOOL
CITY CENTER
CITY LIMITS
PUBLIC LAND
PUBLIC BUILDING
COURT HOUSE
CITY HALL
ARMORY
LIBRARY
LINCOLN CITY
LINCOLN COUNTY OREGON
January 1977
Population 4 530
SCALE
800 0 800 1600 2400 FEET
250 0 250 500 750 METERS
SHEET ARRANGEMENT
SHEET 2 OF 3 SHEETS

911.8

4.7

# OREGON STATE
# HIGHWAY DIVISION

September 25, 1979

NOTED
H. S. COULTER

Honorable Dell Isham
State Senator
3231 West Devils Lake Road
Lincoln City, OR 97367

Dear Senator Isham:

You recently inquired as to the status of a request for a traffic signal at North 22nd and US101 in Lincoln City. We have received correspondence from the City asking that the signal be installed. In a letter dated September 12, 1979 to the City Manager, H. S. Coulter, State Highway Engineer, recommended that a cooperative City-State Agreement be initiated with the State installing and maintaining the signal with the City being responsible for the power costs.

A City-State Agreement is presently being prepared, and it is anticipated that the City will receive a copy of the Agreement within the next month.

Sincerely,

ORIGINAL SIGNED BY L. E. GEORGE

L. E. George
Traffic Engineer

DKH:jrb

bc: H. S. Coulter
D. H. Moehring
C. O. Fredrickson

September 12, 1979

Mr. Robert L. McWilliams
City Manager, Lincoln City
P. O. Box 48
Lincoln City, OR 97367

Dear Mr. McWilliams:

Your recent letter requested that a traffic signal be installed at US 101 and North 22nd with the City paying all its costs on a reimbursable basis.

Although this location is not high on the statewide priority list for intersections to be signalized, it is believed that the development of the Senior Center on the east side of US 101 in the vicinity of North 22nd will materially affect traffic conditions. Projected usage of the intersection, by both vehicles and pedestrians because of the Center, will result in changed traffic patterns in the area with a resultant higher priority. This fact, together with Lincoln City's adjacent street system, will require sooner-than-normal installation of the signals.

Based on our current agreement with the League of Oregon Cities, I would recommend a cooperative City/State project with the State installing and maintaining the signal. The City would be responsible for the power costs. If this is agreeable, will you please advise me and a State/City agreement will be initiated.

Sincerely,

R. J. Coulter
State Highway Engineer

LEG:jrb jh
bc: D. H. Moehring
E. S. Hunter
L. E. George
C. C. Fredrickson

ROBERT W. STRAUB
GOVERNOR

# *Department of Transportation*

TRANSPORTATION BUILDING, SALEM, OREGON 97310

November 9, 1978

Mr. Robert L. McWilliams
City Manager
City of Lincoln City
City Hall
Lincoln City, OR 97367

Dear Mr. McWilliams:

During a recent conference in your office, information concerning certain financing arrangements was requested. Specifically, you wished to know if City financed the State's share of a traffic signal at 22nd and US101 could the Department repay the money at a future date.

Our Chief Counsel has advised us that it is legally possible to encumber the Department of Transportation's budget past the end of the current biennium (1977-79 period).

As I indicated to you, however, we do have a considerable backlog of unfunded traffic signals. There are a total of 63 intersections on the Statewide Signal Priority List with an aggregate cost of $3.6 million. The intersection of US101 and 22nd ranks 54th on the list of 63 locations. Based on these facts, I do not believe it would be prudent for the Department to expend State funds in any manner on such a low priority project.

Would it be possible for the City to fund this signal from the bond issue that is being used to construct the Senior Center. The signal would enhance the operation of the center.

Sincerely,

ORIGINAL SIGNED BY L. E. GEORGE

L. E. George
Traffic Engineer Supervisor

RECEIVED
DOT OPERATIONS
NOV 13 '78
REFER TO
FOR
Info | Inves | 3/D | D/R | Sign | Act | File

LEG:ds

cc: Senator Dell Isham
Representative Max C. Rijken

bc: P. B. Klaboe Jack Sollis
H. S. Coulter C. O. Fredrickson
E. S. Hunter

Form 81-731-0027 (9-77)

11-1-78

Bud

The budget will be encumbered several millions of $ at the end of the biennium maybe like 100 plus millions.

I suspect there are other reasons why you don't want to install a signal and them should be stated as I don't agree with the encumbrance policy.

Who attended the conference? Although they should make the reply.

EQ.

u
g
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s r
t a
e f
d t

October 30, 1978

Mr. Robert L. McWilliams
City Manager
City of Lincoln City
City Hall
Lincoln City, OR 97367

Dear Mr. McWilliams:

During a recent conference in your office, information concerning certain financing arrangments was requested. Specifically, you wished to know if City financed the State's share of a traffic signal at 21st and US101 could the Department repay the money at a future date.

Our Chief Counsel has advised us that it is not legally possible to encumber the Department of Transportation's budget past the end of the current biennium (1977-79 period). In our current budget, there are no provisions to finance a signal at the above location. It would not be possible for the State to enter into a repayment contract for the traffic signal.

Sincerely,

E. S. Hunter
Technical Services Engineer

LEG:ds

bc: F. B. Klaboe
H. S. Coulter
L. E. George
Jack Sollis
C. O. Fredrickson

cc { Senator Dell Isham
Representative Max C. Rijken

RECEIVED
TECHNICAL SERVICES
OCT 3 '78

1980 Yachats (7th St.) Sec. 9169
of a city street. (Paving)

Smead
No. 2-152-5L
...INGS, MN - LOS ANG...
...CH McGREGOR, TX ...

C&A 7218

1-10-80

OREGON STATE HIGHWAY DIVISION

DATE September 21, 1981

ITEMIZED STATEMENT OF COSTS
SPECIAL CITY ALLOTMENT PROJECT

Program Year 1980

Contract # 9169 Construction Prefix 321-1718 P.E. Prefix 321-1497

Street 7th Street

City Yachats

| | | |
|---|---|---|
| CONSTRUCTION COSTS: | | |
| Payments to Contractor | $ 16,768.18 | |
| Const. Engineering & Contingencies | 2,079.50 | |
| TOTAL CONSTRUCTION COSTS | | $ 18,847.68 |
| PRELIMINARY ENGINEERING COSTS: | | |
| State Share P.E. | $ 4,492.37 | |
| City Prorated Share | - - - | |
| TOTAL P.E. COSTS | | $ 4,492.37 |
| TOTAL PROJECT COSTS | | $ 23,340.05 |
| Less: Agreed State Share | | |
| State Share P.E. | $ 4,492.37 | |
| State SCA Share | 18,847.68 | |
| TOTAL AGREED STATE SHARE | | $ 23,340.05 |
| AGREED CITY SHARE | | $ - 0 - |
| CITY ADVANCE DEPOSIT | | $ - 0 - |
| NO COST TO CITY | | $ - 0 - |

Reference: Outside Billing NONE

cc: Phil Stearns
Jan Peterson

| | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| MAIN - "D" CANAL | CONT NO 318 | 1712 | FA PROJ NOS 900 | 00 | 00000000000 | 00000000000 | 14,320.00 | STATE 100 |

TOTAL TO DATE JOB COST SUMMARY — JULY 1981 — PAGE 322

| DESCRIPTION OF JOB OR DEPARTMENT | PREFIX | FUNCTION | GP | CURRENT MONTH | FISCAL YEAR TO DATE | GRAND TOTAL TO DATE | |
|---|---|---|---|---|---|---|---|
| | | ** JOB TOTALS ** | | ** | ** | 14,320.00 | ** |
| YACHATS (7TH ST) | CONT NO | FA PROJ NOS | | | | | STATE |
| | 321 | 1718 | 201 | 00 | Payment to Contractor | | |
| | 321 | 1718 | 900 | 00 | Engineering | | |
| | 321 | 1718 | 950 | 00 | Training Seminar | | |
| | | ** JOB TOTALS ** | | ** | ** | | ** |
| SHAFF RD-WASH ST. STATION | CONT NO | FA PROJ NOS | | | | | STATE |
| | 324 | 1737 | 287 | 00 | | 1,680.00 | |
| | 324 | 1737 | 900 | 00 | | 14.47 | |
| | | ** JOB TOTALS ** | | ** | ** | 1,694.47 | ** |
| WILLOW CRK BR (HEPPNER) | CONT NO | FA PROJ NOS | | | | | STATE |
| | 325 | 1707 | 900 | 00 | | 25,000.00 | |
| | | ** JOB TOTALS ** | | ** | ** | 25,000.00 | ** |
| N MAIN ST-BOARDMAN | CONT NO | FA PROJ NOS | | | | | STATE |
| | 325 | 1708 | 900 | 00 | | 18,400.00 | |
| | | ** JOB TOTALS ** | | ** | ** | 18,400.00 | ** |
| BLACKHORSE CRK BR BROS-2503(1 | CONT NO | FA PROJ NOS | | | | | STATE |
| | 325 | 1709 | 900 | 00 | | 3,680.00 | |
| | | ** JOB TOTALS ** | | ** | ** | 3,680.00 | ** |
| FALLS CITY(N MAIN ST) | CONT NO 9175 * | FA PROJ NOS | | | | | STATE |
| | 327 | 1715 | 201 | 00 | | 17,913.99 | |
| | 327 | 1715 | 206 | 00 | | 26.34 | |
| | 327 | 1715 | 270 | 01 | | 179.07 | |
| | 327 | 1715 | 270 | 02 | | 243.14 | |
| | 327 | 1715 | 900 | 00 | | 3,532.25 | |
| | 327 | 1715 | 900 | 00 | | 44.98 | |
| | | ** JOB TOTALS ** | | ** | ** | 21,939.77 | ** |

| | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 325 | 1462 | 923 | 00 | | | | | | | | |
| 325 | 1462 | 922 | 00 | | | | | | | | |
| 325 | 1462 | 921 | 00 | | | | | | | | |
| 325 | 1462 | 918 | 00 | | | | | | | | |
| 325 | 1462 | 911 | 00 | | | | | | | | |
| 325 | 1462 | 910 | 00 | | | | | | | | |
| 325 | 1462 | 905 | 00 | | | | | | | | |
| 325 | 1462 | 901 | 00 | | | | | | | | |
| 0016490000063081 | CONT NO | | FA PROJ NOS | | | | | | | | |
| | | | ** JOB TOTALS ** | | ** | 12 55 | ** | 652 05 | ** | 4 562 68 | ** |
| | | | | 256 40 | | | | | | | |
| | | | | 24 28 | | | | | | | |
| | | | | 667 41 | | | | | | | |
| | | | | 1 595 02 | | | | | | | |
| | | | | 9 85 | | | | | | | |
| | | | 9 85 | | | | | | | | |
| | | | | 578 97 | | 6 76 | | 421 41 | | 1 052 98 | |
| | | | | 9 85 | | | | 4 50 | | | |
| | | | | 377 24 | | 5 79 | | 206 29 | | | |
| | | | | | | | | | | | START |

| | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 321 | 1497 | 922 | 00 | | | | | | | | |
| 321 | 1497 | 921 | 00 | | | | | | | | |
| 321 | 1497 | 910 | 00 | | | | | | | | |
| 321 | 1497 | 905 | 00 | | | | | | | | |
| 321 | 1497 | 901 | 00 | | | | | | | | |
| 0016490000063081 | CONT NO | | FA PROJ NOS | | | | | | | | |
| | | | ** JOB TOTALS ** | | ** | | ** | | ** | | ** |
| | | | | 1 50 | | | | | | | |
| | | | | 96 37 | | | | | | | |
| | | | 92 87 | | | | | | | | |
| | | | | | | | | | | | START |

| | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 320 | 1452 | 922 | 00 | | | | | | | | |
| 320 | 1452 | 921 | 00 | | | | | | | | |
| 320 | 1452 | 910 | 00 | | | | | | | | |
| 320 | 1452 | 905 | 00 | | | | | | | | |
| 320 | 1452 | 901 | 00 | | | | | | | | |
| 0016490000063081 | CONT NO | | FA PROJ NOS | | | | | | | | |
| | | | ** JOB TOTALS ** | | ** | | ** | 1 121 91 | ** | 2 315 99 | ** |
| | | | | 21 22 | | | | 71 22 | | | |
| | | | | 405 07 | | | | 405 07 | | | |
| | | | | 5521 50 | | | | | | | |
| | | | | 1 216 66 | | | | 627 82 | | | |
| | | | | 122 54 | | | | 62 80 | | | |
| | | | | | | | | | | | START |

| | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 31H | 1497 | 950 | 00 | | | | | | | | |
| 31H | 1497 | 91H | 00 | | | | | | | | |
| 31H | 1497 | 910 | 00 | | | | | | | | |
| | | | ** JOB TOTALS ** | | ** | 97 75 | ** | 5 989 26 | ** | 10 785 15 | ** |
| | | | | 110 61 | | | | 110 81 | | | |
| | | | | | | 5 86 | | 12 35 | | | |

[illegible] Resident Engineer
Mineral Resources
Soils & Geology
Specs
Admin. Engr.

[illegible] SIBIE

February 26, 1981

Employers Insurance of Wausau
200 Market Building
Suite 350
Portland, OR 97201

CON 5
#9169

Gentlemen:

On December 16, 1980, we wrote to you concerning release of final payment on Contract No. 9169 awarded to Ray Wells, Inc. for paving 7th Street in Yachats, Lincoln County.

Final payment on this contract is $838.41 and the total contract amount is $16,768.18. No work was performed under force account.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

jas
cc: Ray Wells, Inc.
3231 Highway 101
Florence, OR 97439

Employers Insurance of Wausau
2000 Westwood Drive
Wausau, WI 54401

bc: C. T. Keasey
Walt Hart
C. O. Fredrickson

January 15, 1981

TO: FILE

FROM: KEN HUSBY

SUBJECT: YACHATS (7th Street) SCA Project

Ben Vaughan originally had assigned 321-1139 as the construction prefix; this is incorrect, since this is an SCA project, and should be M.C. 17.

Today Ben Vaughan assigned a new prefix for construction: 321-1718. Jan Peterson of Contract Accounting will transfer all costs from the incorrect prefix to the correct prefix.

I will hold off finaling the project (as more costs may come in) for a few months.

File L

REPORT OF ACTION UNDER DELEGATED AUTHORITY BY

ASSISTANT STATE HIGHWAY ENGINEER

On behalf of the Commission and under authority delegated to me to accept contracts completed according to specifications, I accepted the following:

| Contractor and Contract No. | Section and County | Acceptance Date |
|---|---|---|
| Willamette Western Corp. No. 9072 | SE 132nd Ave.-SE 142nd Ave. Clackamas County | December 12, 1980 |
| Ray Wells, Inc. No. 9169 | Yachats (7th St.) Lincoln County | December 12, 1980 |
| Hensel Phelps Construction Co. No. 8519 | S. Banfield Intchge.(NE Halsey St. U'Xing & Banfield Freeway O'Xing.) Multnomah County | December 16, 1980 |
| Hamilton Electric Inc. No. 9068 | SE Powell Blvd. @ SE 122nd Ave. Multnomah County | December 16, 1980 |
| Wildish Corvallis Const. Co. No. 9113 | Court Way W.-Jackson St. W. (Monmouth) Polk County | December 22, 1980 |
| Clarke Electric Co. No. 8851 | S. 3rd St.@ Wilson Ave. (Bend) Deschutes County | December 24, 1980 |
| Western Construction Co. No. 9141 | Jordan Valley-Idaho State Line Malheur County | December 30, 1980 |
| Stach Construction Co. No. 9134 | Hart Lake Bridges Lake County | December 30, 1980 |
| Douglas S. Coats, Inc. No. 9135 | Greenwood St.-Alamo St.(Enterprise) Wallowa County | January 9, 1981 |
| Cascade Const. Co., Inc. No. 8992 | SE Crystal Springs Blvd.-SE Glenwood St. Multnomah County | January 13, 1981 |

January 14, 1981

C. T. Keasey
Asst. State Highway Engineer

Yachats 7

OREGON STATE HIGHWAY DIVISION

RESIDENT ENGINEER'S NARRATIVE REPORT

OF

YACHATS (7th ST.)

LOCATED IN

LINCOLN COUNTY

CONTRACT No. 9169

CONTRACTOR: Ray Wells Inc.

RESIDENT ENGINEER: Charles W. Elroy

Page 1 of 3

RECEIVED
NOV 25 1980
DISTRICT ENGINEER

NEM

Please prepare ltr. for signature
Done 11/25/80 NEM

INTRODUCTION

This Special City Allotment Project, Yachats (7th. St.), (Hwy 101 to Oceanview Dr.) section is a part of the city's street system, lying within the city limits of Yachats in Lincoln County.

Length of Project is 838 Lineal Feet or o.16 miles.

ROADWORK

Roadwork comprised of the following:

1 - 3/4"-0 Aggregate Base

2 - Class "B" Asphalt Concrete

3 - 12-inch Culvert Pipe

4 - Adjusting Manholes

Except for the following comments, the project was constucted without incident.

1- The Contractors personnel mis-read the cut stakes set for the constuction of ditches (Ordered and Paid by the city) and the contractor had to re-cut several feet of ditch line due to this error. Extra work requested by the city was negotiated with the contractor before work started on the project and costs for this work were kept separate from those of the contract.

2- The 12 inch culvert pipe to be installed across 7th St. at the intersection with Oceanview Drive was omitted at the cities request because it would have been too costly to adjust their water line. The city bought the pipe from the contractor and installed it across driveways on the street. Drainage was corrected at the Southwest corner of 7th St. with ditching to the South along Oceanview Drive. The county helped with this drainage constuction.

3- The Aggregate Base was increased from 2-inches to 4-inches in depth to help stabilize the subgrade in the widened shoulder areas that required removal of the sod and soft underlying material. No Fill material was available so 3/4-0 aggregate base was used. A price agreement was written to document the unit of measurement for 3/4-0 aggregate base from Cubic Yards to Tons.

OVERRUNS

Overruns were minimal on this project. The Aggregate Base overrun was mainly due to increasing the depth of aggregate base by 2-inches and the remainder of the overrun was caused by filling in the low shoulder areas with rock in lieu of unavailable fill material.

Class "C" Asphaltic Concrete was also overrun with the authorized increase in depth from 2½" to 3-inches. Because of the low Specific Gravity of the A.C. Aggregate used, this item does not present as great an overrun as would have been if th specific gravity had been what the project quantity was estimated from.

GENERAL:

The workmanship and cooperation (City and Contractual) was exceptional throughout the life of the project. City's participation in having the contractor construct a coplete drainage system on both sides of 7th St. plus paving the majority of the driveways and installing future sanitary sewer laterals helped to dress up the project for a more professional appearance. This extra work will also give the City a longer maintenance free street.

It is my opinion that the City of Yachats has recieved a well constructed project of good quality and should serve the public most satisfactorily for many years.

Charles W. Elroy
Resident Engineer

CWE/dwl

STATEMENT OF OVERRUNS AND UNDERRUNS

Project: Yachats (7th Street)
Highway: City Street
County; Lincoln

Contract No: 9169
Prefix: 321-1139
F.A. No. State

| ITEM NO. | ITEM | UNIT | ORIGINAL | SEMI-FINAL | + - |
|---|---|---|---|---|---|
| 1 | Bid Items | $ | 16,771.67 | 12,277.67 | - 27 |
| 2 | Anticipated Items | $ | --------- | --------- | ----- |
| 3 | Contingencies | $ | 703.64 | 4,490.51 | + 608 |
| 4 | Engineering | $ | 1,563.65 | 1,386.65 | - 11 |
| 5 | Liquated | $ | --------- | --------- | ----- |
| | Total | $ | 19,038.96 | 18,154.83 | - 5 |

All substantial charges were evalueated and only those listed below meaningfully affected the total project cost.

| ITEM NO | ITEM | UNIT | CONTRACT QUANTITY | FINAL QUANTITY | PERCENT + or - |
|---|---|---|---|---|---|
| 5 | Flagmen | Hour | 20 | 0 | - 100% |

The Contractor constructed the project in such a manner that flagging of traffic became unnecessary.

| | | | | | |
|---|---|---|---|---|---|
| 6 | See PA # 1 | | | | |
| 8 | 12" Culvert Pipe | Lin Ft. | 50 | 0 | - 100% |

The 12" Culvert was not installed by request from the City of Yachats due to conflict with City Water Line And Telephone Cable. The City corrected the drainage problem created by the pipe elimination by having the county deepen the drainage ditch to the West and South along Ocean View Drive.

| | | | | |
|---|---|---|---|---|
| PA # 1 | ¾ - 0 Aggregate Base | (Ton) | 566.983 | + 100% |

Aggregate Base was increased to stabilize the sub-grade and widen shoulders.

FORM 81-734-3001

OREGON STATE HIGHWAY DIVISION

# FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

| | | |
|---|---|---|
| SECTION: Yachats 7th Street | | WEEK ENDING: October 25, 1980 |
| | | SECTION PREFIX: 321-1139 |
| HIGHWAY: City Street | | COUNTY: Lincoln |
| NAME OF JOB: Yachats 7th Street | KIND OF WORK: Paving | |
| CONTRACTOR: Ray Wells Inc. | CONTRACT NUMBER: 9169 | FEDERAL AID PROJECT NUMBER: State |
| DATE OF CONTRACT: July 24, 1980 | DATE WORK STARTED: 3/19/80 | ESTIMATED COMPLETION DATE: |
| AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN 0 SUPERVISION 0 | SPECIFIED WORK DAYS | WORK DAYS USED |
| | SPECIFIED CALENDAR DAYS 50 | CALENDAR DAYS USED 23 |
| PROJECT AUTHORIZATION $17,903.79 | SPECIFIED COMPLETION DATE | PERCENT OF TIME ELAPSED 46 |
| EXCLUSIVE OF ENGINEERING $16,304.14 | ENGINEERING AUTHORIZATION $1,563.65 | PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST 100 |
| ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING $16,772.00 | ENGINEERING COST TO DATE $1,560.00 | PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION 102 |
| ESTIMATED PERCENT: OVERRUN / UNDERRUN 2.4 % | PERCENT OF AUTHORIZATION 100 % | DATE PROJECT WAS COMPLETED 8/28/80 |

ESTIMATED PERCENT COMPLETE (ROADWORK)

| CLEARING | DRAINAGE | GRADING | BASE | OIL AND/OR PAVE. | MAT'L. PROD. | | |
|---|---|---|---|---|---|---|---|
| | | 100% | 100% | 100% | | | |

| | GRADING | SURFACING | MAINTENANCE MATERIALS | OIL & BITUMINOUS MACADAM | PAVING |
|---|---|---|---|---|---|
| MILES IN PROJECT | 0.16 | 0.16 | | | 0.16 |
| MILES PARTIALLY COMPLETED | | | | | |
| MILES COMPLETED | 0.16 | 0.16 | | | 0.16 |
| TOTAL ESTIMATED QUANTITIES (CONTRACT) | | 312 ton | | | 312 ton |
| TOTAL QUANTITIES CORRECTED TO DATE | | 567 ton | | | 567 ton |
| ESTIMATED QUANTITIES MOVED OR PLACED TO DATE | | 567 ton | | | 567 ton |
| AVERAGE DAILY QUANTITIES | | | | | |
| AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME | | | | | |
| NUMBER OF SHIFTS PER DAY | | | | | |
| HOURS PER SHIFT | | | | | |

EQUIPMENT USED DURING THE WEEK:

ESTIMATED PERCENT COMPLETE (STRUCTURES)

| BRIDGE NO. | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| PERCENT | | | | | | | | |

| October | WEATHER | WORK DAYS CHARGED | HOURS DELAY | CAUSE OF DELAY |
|---|---|---|---|---|
| SUNDAY 19 | Clear | 0 | | |
| MONDAY 20 | Clear | 0 | | |
| TUESDAY 21 | Clear | 0 | | |
| WEDNESDAY 22 | Clear | 0 | | |
| THURSDAY 23 | Clear | 0 | | |
| FRIDAY 24 | Rain | 0 | | |
| SATURDAY 25 | | 0 | | |

RECEIVED
OCT 27 1980
CONSTRUCTION
BRANCH

## GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

| | |
|---|---|
| October SUNDAY 19 | No Activity |
| MONDAY 20 | " " |
| TUESDAY 21 | " " |
| WEDNESDAY 22 | " " |
| THURSDAY 23 | " " |
| FRIDAY 24 | " " |
| SATURDAY 25 | " " |

## REMARKS

This will be the last weekly report as semi-final will be in before next Friday.

SIGNED Charles A. Elroy LOCATION Newport

PRIME RESIDENT SUBMIT 2 COPIES WHEN BRIDGES AND GRADING BOTH ARE INVOLVED SUBMIT 3 COPIES

SP-F216

Section Yavapai (7) 1 Programming Estimate $ Bm 24,000

Highway [illegible] Project Length

County [illegible] 6-20-80 Completion Time 50 Cal. Days

Kind of Work [illegible] Est. Comp. Date

Prefix [illegible] Letting Date Project No. —

## ESTIMATED CONSTRUCTION AUTHORIZATION

Estimated Contract Amount . . . . . $ 22,275—

Anticipated Additional Items:

| | |
|---|---|
| Royalty Payment | |
| Permit Fees | |
| Slide Correction | |
| Railroad Protective Costs | |
| Other Railroad Costs | |
| Permanent Signing | |
| Permanent Pavement Striping | |
| Temporary Pavement Striping | |
| Remove Pavement Striping (Exist. & Temp.) | |
| Temporary Erosion Control | |
| State Furnished _____ | |
| Roadside Seeding & Mulching | |
| Asphalt Cement Adjustment | |
| On the Job Trainees | |
| State Responsibility for Damages | |
| Signal Controller Testing (Engineering) | |
| Bikeway Signs | |
| Furnish Mailbox Posts | |
| Adjust Utilities: | |
| _____ | |
| _____ | |
| _____ | |
| _____ | |
| _____ | |

$ —

Subtotal $ 22,275—

Contingencies (4-1/2%) . . . . . 1,002.38

Engineering (~~8,~~ 10%) . . . . . 2,227.50

~~Subtotal~~ $

~~Credit for~~ _____ . . . . . _____

Estimated Net Authorization, Construction . . . . . $ 25,504.88

APPROVED

Sent to Region 6-20-80

APPROVED

Duane A. Christensen

FINAL DESIGN ENGR.

Road Design Engineer

OREGON STATE HIGHWAY DIVISION

SUMMARY--BID SCHEDULE--COST ESTIMATE

Sheet 1 of 1

Date

Section , County

Kind Of Work Length Name Day

6-16-8

| No | Item | Code | Unit | Quant. | Unit Cost | Total |
|---|---|---|---|---|---|---|
| | | | | | (7%) | 14 |
| | | | | | | 120 |
| | | | | 20 | 6 — | 54 |
| | | | | 5 | 1.15 | 9 |
| | | | | 20 | 22.00 | 44 |
| | | | | 235 | 17.00 | 399 |
| | | | | 310 | 38.00 | 1178 |
| | | | | 50 | 24.00 | 120 |
| | | | | 2 | 250.00 | 5 |

REGION 2 OFFICE MEMO

Date 6-19-80

Subject 7th Ave. SCA Project - City of Yakutat File No. _____

Received (call) (visit) from Michiko Ryan, City Recorder

Address _____ Phone 541-3565

Made (call) (visit) to _____

Reason for contact and general discussion Mrs. Ryan requested we change typical section to 22 foot width of A.C. to meet City standards.

NOTE: (Our last estimate was $249,000± so City is within funding range with the additional width) -S

cc Lyle Watson
LPO

Signature Phillip D. Stearns
Region Federal Aid Engr.

Section 7 Yack 5 (725.1) Program Engineering Estimate $ _____

Highway City Street Project Length _____

County Lincoln 6-16-80 Completion Time _____

Kind of Work Paving Est. Comp. Date _____

Prefix 321-1497 Letting Date _____ Project No. _____

## ESTIMATED CONSTRUCTION AUTHORIZATION

Estimated Contract Amount . . . . . $ 20,880-

Anticipated Additional Items:

| | | |
|---|---|---|
| Royalty Payment | | |
| Permit Fees | | |
| Slide Correction | | |
| Railroad Protective Costs | | |
| Other Railroad Costs | | |
| Permanent Signing | | |
| Permanent Pavement Striping | | |
| Temporary Pavement Striping | | |
| Remove Pavement Striping (Exist. & Temp.) | | |
| Temporary Erosion Control | | |
| State Furnished _____ | | |
| Roadside Seeding & Mulching | | |
| Asphalt Cement Adjustment | | |
| On the Job Trainees | | |
| State Responsibility for Damages | | |
| Signal Controller Testing (Engineering) | | |
| Bikeway Signs | | |
| Furnish Mailbox Posts | | |
| Adjust Utilities: | | |
| _____ | | |
| _____ | | |
| _____ | | |
| _____ | | |
| _____ | | |

$ _____

Subtotal $ 20,880-

Contingencies (4-1/2%) . . . . . 939 60

Engineering (~~8%~~, 10%) . . . . . 2088-

~~Subtotal~~ $

~~Credits for~~ _____ . . . . . _____

Estimated Net Authorization, Construction . . . . . $ 23,907 60

APPROVED

ETO 6-16-80

_____

Road Design Engineer

Rev. 5/70

REGON STATE HIGHWAY DIVISION

SUMMARY--BID SCHEDULE--COST ESTIMATE

Sheet 1 of 1

Date

Section Yachats (7th St.)

County

Kind Of Work Length Name Day

6-16-80

| No | Item | Code | Unit | Quant. | Unit Cost | Total |
|---|---|---|---|---|---|---|
| | Mobilization | | All | All | (7%) | 1400 |
| | Temporary Protection and Direction of Traffic | | All | All | | 1,200 |
| | Temporary Signs | | SqFt | 140 | 6 - | 840 |
| | Temporary Barricades | | Each | 8 | 115 - | 920 |
| | Flagmen | | Hr | 20 | 22 00 | 440 |
| | 3/4"-0 Aggregate Base | | C.Y. | 220 | 17 00 | 3740 |
| | Class "B" Asphalt Concrete | | Ton | 280 | 38 00 | 10,640 |
| | 12-inch Culvert Pipe | | Lin Ft | 50 | 24 00 | 1,200 |
| | Adjusting Manholes | | Each | 2 | 250 00 | 500 |

CAN CITY FURN.
TEMP. PROT. & DIR. OF TRAFFIC
TEMP. SIGNS
FLAGGING - IF ANY?
CAN [illegible] T-F ST.
[illegible]
MAY WISH TO CUT OUT
PAVED APPR's.

FIELD EST 41,706 SY

Justin Vincent

6-12-80

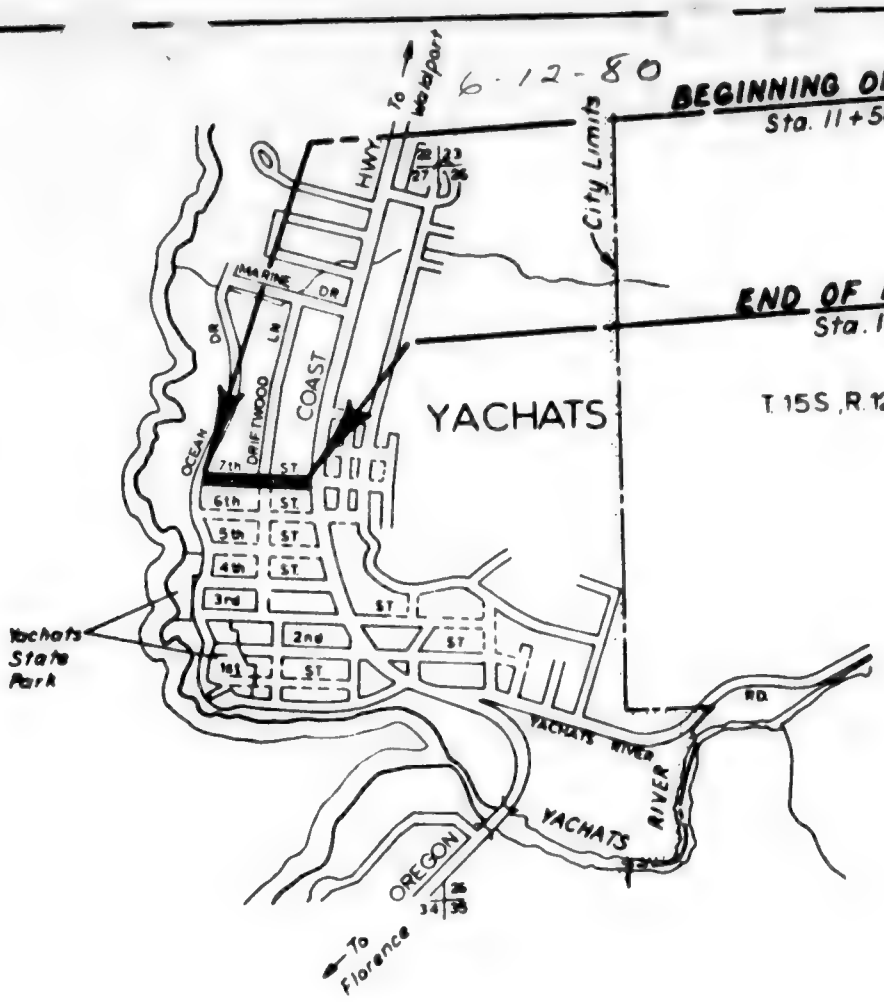
**BEGINNING OF PROJECT**
Sta. 11+50

**END OF PROJECT**
Sta. 19+88

T. 15 S., R. 12 W., W.M.

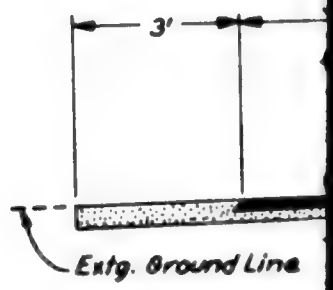
| INDEX OF SHEETS | |
|---|---|
| SHEET NO. | DESCRIPTION |
| 1 | Sketch Map, Typical Section & Summ |
| 2 | Plan & Profile |

(Temporary Protection & Direction of Traff
Be written in Specifications)




Sketch Map

Scale 0 400 800 1200 Feet




# S U M M A R Y

| No. | ITEM | Code | UNIT QUANTITY Unit | Quant. |
|---|---|---|---|---|
| 1 | MOBILIZATION | | LUMP SUM | ALL |
| 2 | TRAFFIC CONT & DIR OF TRAFFIC | | LUMP SUM | ALL |
| 3 | TEMPORARY SIGNS | | SQ.FT | 115 |
| 4 | FLAGGING | | HOUR | 80 |
| 5 | GENERAL EXCAVATION | | LUMP SUM | ALL |
| 6 | FINISHING ROADBED & SLOPES | | LUMP SUM | ALL |
| 7 | ¾"-0 LEVELING COURSE (INCLUDES SHOP MATERIAL) | | TON | 370 |
| 8 | CLASS "B" A.C. MIXTURE (A.C. IN MIX. INCLUDED) | | TON | 260 |
| 9 | EXTRA FOR ASPHALT APPROACHES | | EACH | 12 |
| 10 | ADJUSTING MANHOLES | | EACH | 2 |

Mann, Vincent, Wetzel

| INDEX OF SHEETS | |
|---|---|
| DESCRIPTION | |
| Map, Typical Section & Summary | |
| & Profile | |

(ection & Direction of Traffic To
n Specifications)

PRELIMINARY COPY
MAY 2 0 1980
SUBJECT TO CHANGE
FINAL DESIGN UNIT

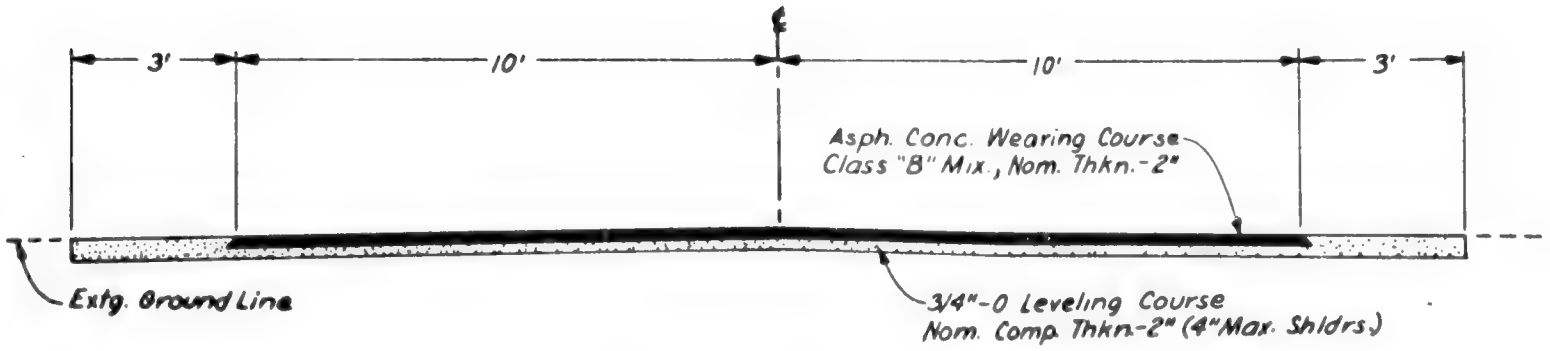
OREGON STATE HIGHWAY DIVISION
GRADING & PAVING
YACHATS (7TH ST.) SECTION
CITY STREET
LINCOLN COUNTY

SHEET No. 1

| FED. ROAD Div. No. | STATE | PROJECT NUMBER | DATE | TOTAL SHEETS |
|---|---|---|---|---|
| 10 | OREGON | STATE | | See Index |

CITY

# TYPICAL SECTION




STA 11+50 To STA. 19+88

APPROVED
CITY OF Yachats
BY MAYOR Charles A. Canfield
BY RECORDER Diana Kelgaard
DATE June 12, 1980

PRELIMINARY COPY
SUBJECT TO CHANGE

Yachats

# ENVIRONMENTAL REVIEW CHECKLIST

ALL CLEAR 6/9/80
Donald L Nout

July 17, 1980
~~July 24, 1980~~ Bid Letting _____ All Clear Deadline

SECTION Yachats (7th St & Beach St)
Highway _____
County Lane Region 3
Type of Work G-P Funds City
State ___ Consultant ___ Plans Avail. ___ Yes ___ No

| | Not Required | Required | Mitigation Required | Mitigation/Plans | ALL CLEAR |
|---|---|---|---|---|---|
| **DOCUMENTS:** | | | | | |
| EIS | X | | | | |
| Negative Declaration | X | | | | |
| Project Assessment | X | | | | |
| Write-off Letter | X | | | | |
| **PERMITS:** | | | | | |
| Division of State Lands | | X | | | |
| D.O.G.M.I. | X | | | | |
| Corps of Engineers | X | | | | |
| Coast Guard | X | | | | |
| Co. Conditional Use | X | | | | |
| NPS Air Pollution | X | | | | |
| NPS Water Pollution | | X | | | |
| **CULTURAL:** | | | | | |
| Cultural Survey | | X | | X | |
| Cultural Salvage | | X | | X | |
| **NOISE:** | | | | | |
| Noise Study | | X | | | |

N/A No Fed Funds

417 DOT Building
Salem, Oregon 97310

ghway # 921

Attention: Right-of-Way Section

Prefix 321-1497

Subject: Federal Aid Project No. 5 2580
Project Name Yachats (7th St. & Beach St.) City Streets

Regarding the above referred to federal aid project, we hereby certify that to the best of our knowledge and belief:

A. Existing Right-of-Way

☑ 1. All construction can be accomplished completely within the existing right-of-way. This existing right-of-way was acquired prior to January 2, 1971.

B. New Right-of-Way

☐ 1. This project required additional right-of-way purchased after January 2, 1971. Right-of-way, easements, or rights-of-entry required for this project have been secured in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, and all incidental charges related to the transfer of property will be paid by the city in accordance with said Act.

☐ a. There has been no displacement of persons from residences, farms or businesses.

OR

☐ b. There has been displacement of persons from either residences, farms or businesses and in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, displaced persons, businesses, or farm operations have been provided relocation payments, if eligible, and relocation assistance. Displaced individuals or families have been relocated to decent, safe and sanitary housing or have been offered decent, safe, sanitary and fair housing immediately available on the open market.

C. Utilities

☑ 1. The occupancy and/or adjustment of existing utilities within the right-of-way of the above referred to federal aid project have been authorized by permit, franchise, or other approved procedure.

Signed at YACHATS, Oregon, this 28 day of May, 1980

City of YACHATS

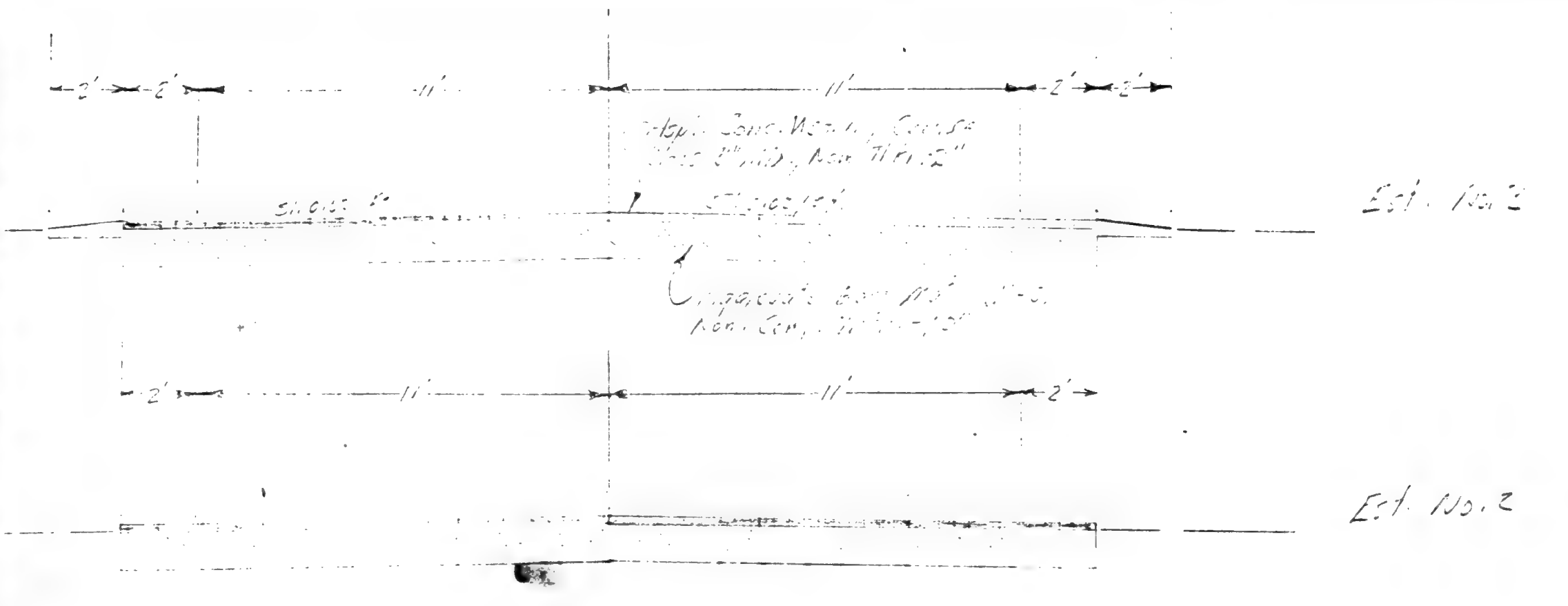
Certified By:

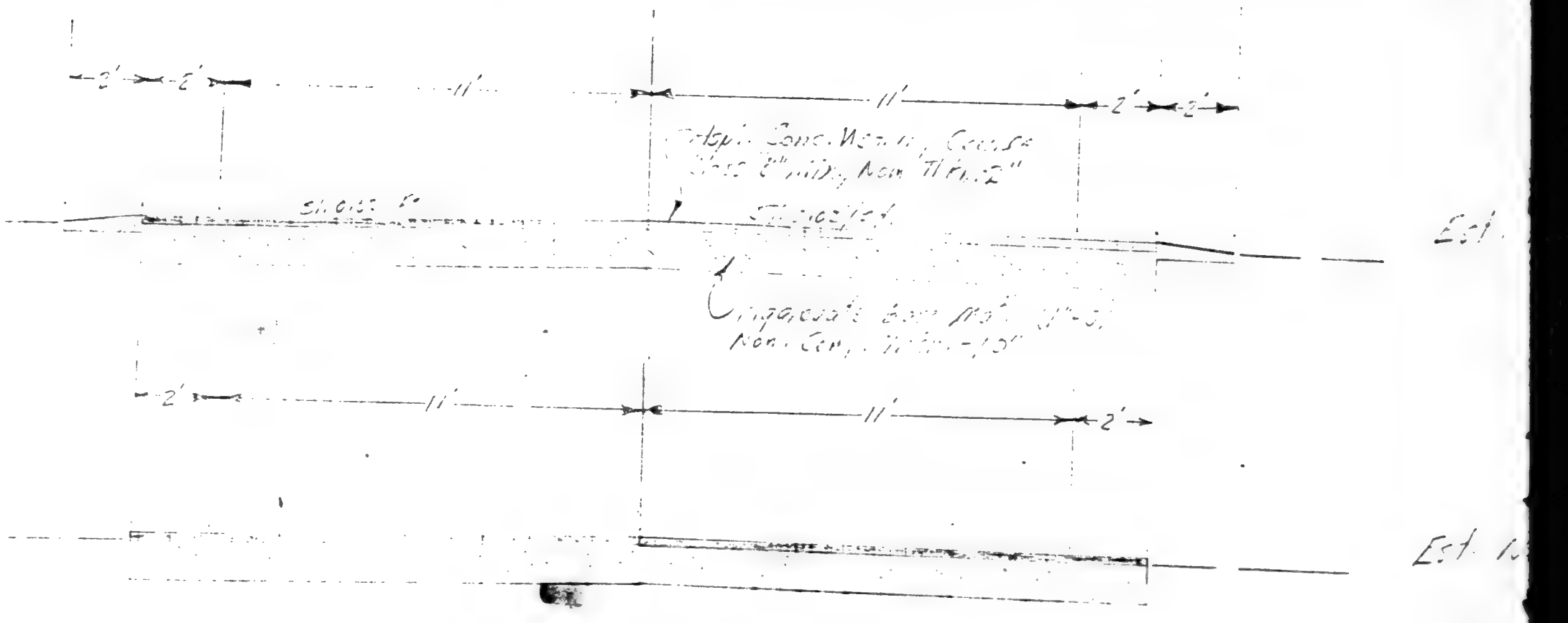
Regional Right-of-Way Supervisor
Date 6/3/80

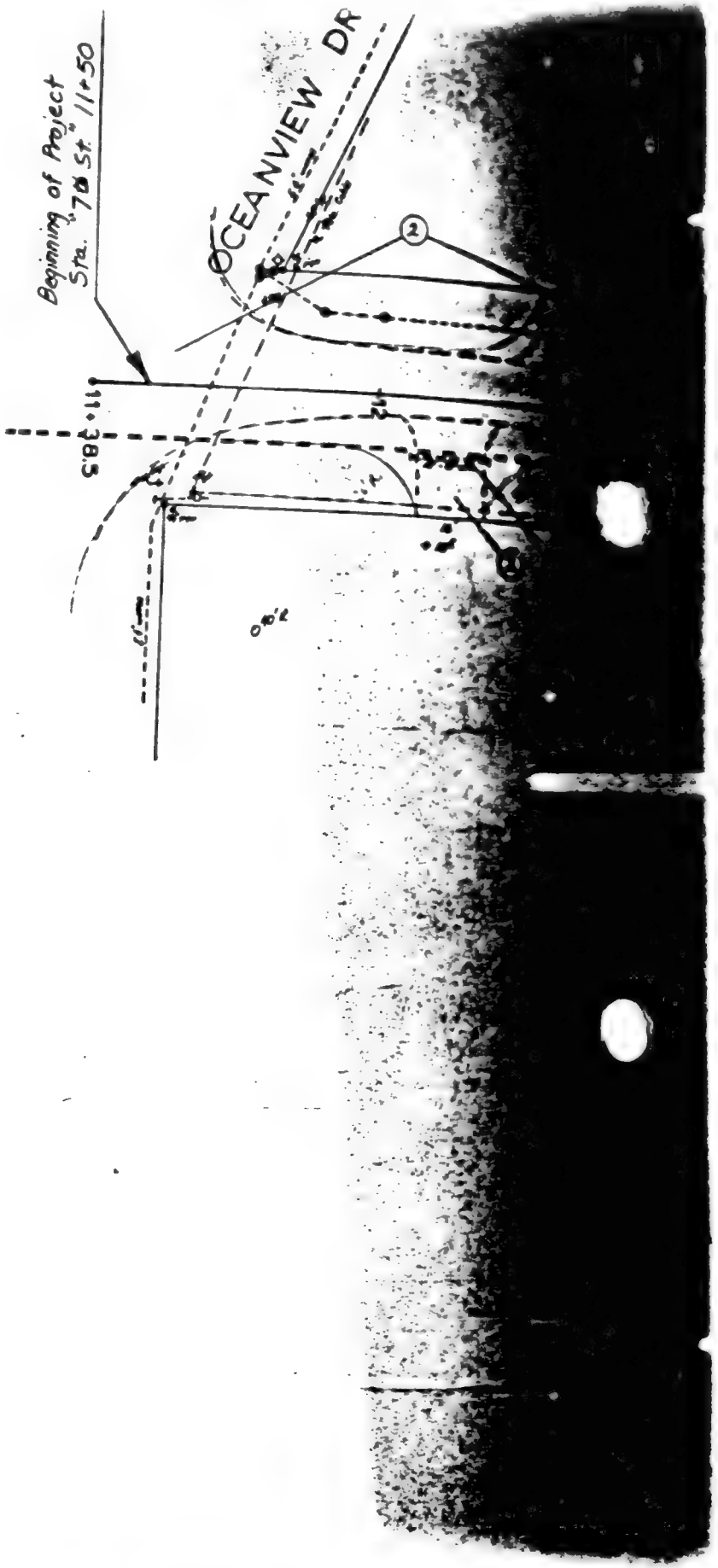
Council President and Acting Mayor

City Recorder

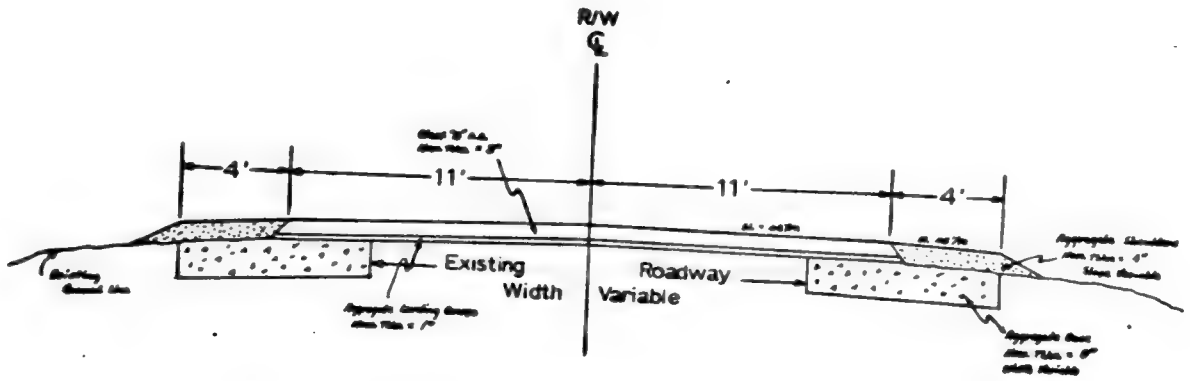
Instructions: Complete A or B and C.
R/W File No. _____
Rev. 1/76


2'
2'
11'
11'
2'
2'
Est. No. 2
2'
11'
11'
2'
Est. No. 2
Est. No. 1


2'
2'
11'
11'
2'
2'
Slope 6"
Est.
2'
11'
11'
2'
Est.
11'
4'
Est.




TYPICAL SECTION




Sta. "7 th. St." 11+50 to 19+88

2-12-80

LOCATION NARRATIVE
Hwy 101 to Ocean View Drive Section
7th Street Yachats
Lincoln County

Survey is to prepare plans, specifications, and cost estimate to resurface 7th Street and if adequate funds, Beach Street, maximum funds $ 35,000

After preparing cost estimate for 7th Street it is evident that no funds will be available for Beach Street.

No additional R/W is required.

There is existing underground water lines, telephone cable, and sewer lines. They should not be affected except for valves, etc.

The cost estimate comes out a little in excess of available funds. It could be brought within the funds allowed by reducing the depth of A C from 3" to 2½" which, from appearance of the existing gravel surface, might be feasable. The only other appearant alternative would be to reduce the length. I would recommend reduction of the A C depth as the most acceptable or to eliminate the A C on approaches.

To get project within cost limits a consideration could be given to have City do construction engineering.

Keats Oliver
Resident Engineer
2/13/80

March 18, 1980

On Thursday, March 13, 1980, the Yachats City Council considered this project on their regular adgenda, and said there was adequate money in their road funds to construct the project at $ 41,706 as located and to go ahead and build it.

Sheet

# LOCATION COST ESTIMATE AND QUANTITY SUMMARY

Section 7 th. at Coast Highway ( Yachats ) County Lincoln

Highway Oregon Coast Prefix

PART

| ITEM NO | ITEM DESCRIPTION | UNIT | | TOTAL QUANT. | ALLOW. | GROSS QUANT |
|---|---|---|---|---|---|---|
| 1 | Mobilization | Lump Sum | | | | |
| 2 | Temporary Protection & Direction of Traffic | Lump Sum | | | | |
| 3 | Temporary Signs | Sq Ft | | | | 115 |
| 4 | Edging | Cu Yd | Estimate - 2 Day, 3 Lays, 9 hr = 25 cy | | | 18 |
| 5 | Removal of Structures & Obstructions | Lump Sum | Remove 1 Drain inlets 53 s.f. 12" conc pipe 1 Drain inlets 1 Water Valves | | | |
| 6 | General Excavation | Cu Yd | Excavating at side of existing Roadway 15 cy | | | 250 |
| 7 | Finishing Roadway | Lump Sum | 220 sy @ 20 Tons/sy = 4400 T | | | |
| 8 | Aggregate Base Leveling | Ton | 571 Tons Base 111 Tons Leveling | | | 685 |
| 9 | Aggregate Shoulders | Ton | 157 = Total Computed | | | 160 |
| 10 | Class "B" AC | Ton | Commercial Liquid Asphalt Includes 1 Sq Price | | | 1145 |
| 11 | Extra for 4" dia pipes | Each | 3 Bi conn - 7 Private pipe | | | |
| 12 | Adjusting Manholes | Each | 2 Sanitary Sewer | | | 2 |
| | Adjusting Valves | Each | 1 Water Valves 1 Water Meter | $ 200.00 | Base Bond Bid Price | |
| | Engineering & Contingencies | | | | | |
| | | | | | | Total |
| | | | | | | |

Sheet 1 of ___

# LOCATION COST ESTIMATE AND QUANTITY SUMMARY

Section 7 th. at Coast Highway ( Yachats ) County Lincoln

Highway Oregon Coast Prefix _____

PART

| CRIPTION | UNIT | | | | TOTAL QUANT. | ALLOW. | GROSS QUANT. | UNIT PRICE | A |
|---|---|---|---|---|---|---|---|---|---|
| | Lump Sum | | | | | | | | |
| | Lump Sum | | | | | | | | |
| | Sq Yd | | | | | | 115 | | |
| | Cu Yd | Estimate - 2 Cu Yd 3 yds 5 hr = 15 Cu Yd | | | | | 15 | | |
| | | | | | | | | | |
| tures | Lump Sum | Remove 1 Drain Inlet 53 Lin Ft 12" Conc Pipe | | | | | | | |
| ation | Cu Yd | Excavating at edge of existing Roadway to 15' Depth | | | | | 230 | | |
| | Lump Sum | 230 Sq Yd @ 30 Cu Yd = 1150 Cu Yd | | | | | | | |
| Leveling | Ton | 571 Tons Base 111 Tons Leveling | | | | | 685 | | |
| | Ton | 157 Total computed | | | | | 160 | | |
| | Ton | Commercial Liquid Asphalt Included in Base Price | | | | | 145 | | |
| " Pipe Inches | Each | 3 Di Conn - 7 Private Pipe | | | | | 10 | | |
| les | Each | 2 Sanitary Sewer | | | | | 2 | | |
| | | | | | | | | | |
| s | Each | 1 Water Valves 1 Water Meter | | $330.00 | To Be Done By Others | | | | |
| | | | | | | | | | |
| ontinued | | | | | | | | | |
| | | | | | | | | | |
| | | | | | | | | | |
| | | | | | | | Total | | |
| | | | | | | | | | |

January 10, 1980

City of Yachats
City Hall
Yachats, OR 97498

AGR 4-1

Attention: Michiko Ryan
City Recorder

MISC. CONTRACTS and
AGREEMENTS No. 2...1

Gentlemen:

Attached for your files is a fully executed copy of an agreement concerning improvement to 7th Street (Highway 101 to Ocean View Drive) and to Beach Street (2nd to Ocean View Drive) in the City of Yachats.

We have retained a fully executed copy of this agreement for the Transportation Commission's files.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

kkr
Attachment
bc: Don Harwell (agreement attached)

Form 21 734-3039

(YSB0001)

OREGON STATE HIGHWAY DIVISION

# AUTHORITY FOR SURVEY

Section 7th Street (Hwy 101 and Ocean View Drive)
Beach Street - Hwy 101 and Ocean View Drive

Date 12/3, 1979

Highway City Streets

Authorization No. 1

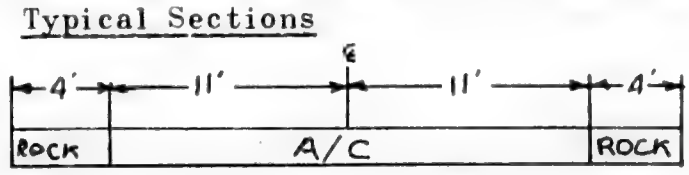
County Lincoln

Survey Prefix 321-1497 (Assigned by Salem office)

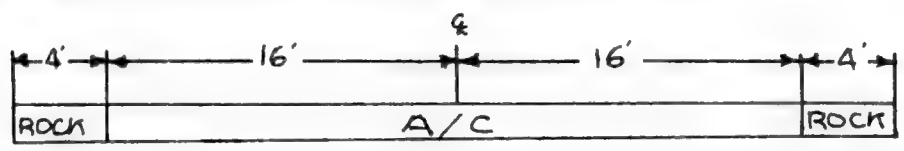
Description of termini, route, length, etc.: 7th Street. The westerly terminus is the intersection at the Oregon Coast Highway. The easterly terminus is the intersection at Ocean View Drive. The length is 800 feet.
Beach Street. The westerly terminus is the intersection with the Oregon Coast Highway. The easterly terminus is the intersection of Ocean Drive. The length is 320 feet.

Typical Sections

7th Street




Beach Street




Purpose of survey: Prepare plans, specifications and cost estimate to resurface the above streets. Priority - 7th Street first, Beach Street second. (Maximum funds - $25,000)

Estimate of Costs:

| | | |
|---|---|---|
| Resident Engineer | (901) | $3,000 |
| Final Design | (905) | 2,000 |
| Soils & Geology | (910) | 1,000 |
| Utility Liaison | (914) | 500 |
| Specifications | (921) | 800 |
| Adm. Serv. (Eng) | (922) | 50 |
| Environmental | (923) | 50 |

INSTRUCTIONS

Submit four copies to Salem. After approval by the Assistant State Highway Engineer, one copy will be sent to the Regional Engineer and one copy to the Resident Engineer.

**This form does not constitute authority for making survey until approved and returned.**

Submit separate order for each survey.

Total estimated cost of survey . . . . . $7,400

Previous authorization . . . . . .

Additional authorization requested . . . . . .

Additional authorization approved (Salem) . . . . . .

Total all authorizations approved (Salem) . . . . . .

Requests made by:

Field Engineer

Recommended for Approval:

Frank E. Tompkins
Location Engineer

Recommended for Approval:

E. A. Bennett
Regional Engineer

Approved:

E S Hunter
Assistant State Highway Engineer

SP*19760-734

NOTE: SHADED AREAS TO BE COMPLETED IN SALEM OFFICE

# LOCATION PROSPECTUS
## OREGON DEPARTMENT OF TRANSPORTATION
## LOCATION UNIT

DATE: 12/3/79

PREFIX:

## 1 - IDENTIFICATION

PROJECT NAME: 7th Street (Hwy 101 & Ocean Drive) & Beach Street (Hwy 101 & Ocean Drive)

HIGHWAY NAME: City Streets

HIGHWAY NUMBER:

| REGION | ADMINISTRATIVE DISTRICT | COUNTY | CITY |
|---|---|---|---|
| 2 | 4 | Lincoln | Yachats |

LENGTH: 7th - 800' Beach-320'

MILEPOST NUMBER: TO

☐ RURAL ☒ URBAN

LOCAL GOVERNMENT PROJECT? ☒ YES ☐ NO

IF YES, UNIT OF GOVERNMENT: City of Yachats

TYPE OF FUNDS: ☐ FAI ☐ FAP ☐ FAS ☐ STATE ☐ FAUS ☐ OTHER SCA

METHOD OF CONSTRUCTION: ☒ CONTRACT ☐ STATE FORCE ☐ OTHER

TYPE OF WORK: ☒ GRADING ☒ PAVING ☐ STRUCTURE ☐ SIGN ☐ SIGNAL ☐ ILLUMINATION ☐ ROADSIDE IMPROVEMENT ☐ OTHER

PROJECT DESCRIPTION

7th Street - City desires to widen the street from the present 16' travel way to a 22' travel way with 4 foot shoulders. The present street is gravel. The new is to be paved. The maximum cost for one or both projects is $25,000.

## 2 - TRAFFIC DATA

| EXISTING AVERAGE DAILY TRAFFIC (YEAR-VOLUME) | PROJECTED AVERAGE DAILY TRAFFIC (YEAR-VOLUME) |
|---|---|
| | |

| LEVEL OF SERVICE | A | B | C | D | E | F |
|---|---|---|---|---|---|---|
| EXISTING | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ |
| PROPOSED | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ |

| DESIGN SPEED (MPH) | DESIGN STANDARDS | TRAFFIC ANALYSIS |
|---|---|---|
| | | ☐ LIGHT ☐ MEDIUM ☐ HEAVY |

| 3 FEATURES | EXISTI NUMBER AND WIDTH | P POSED NUMBER AND WIDTH |
|---|---|---|
| TRAVEL LANES | 1 - 16' | 2 - 11' |
| SHOULDERS | 2 - 4' | 2 - 4' |
| MEDIANS | — | — |
| PARKING LANES | — | — |
| SIDEWALKS | — | — |
| BIKEWAYS | — | — |
| INTERCHANGES | — | — |
| OTHER: | — | — |

| | YES | NO | MAYBE |
|---|---|---|---|
| Channelization | ☐ | ☒ | ☐ |
| Frontage Roads | ☐ | ☒ | ☐ |
| Traffic Signals | ☐ | ☒ | ☐ |
| Signing | ☐ | ☒ | ☐ |
| Illumination | ☐ | ☒ | ☐ |
| Structures | ☐ | ☒ | ☐ |
| Stage Construction | ☐ | ☒ | ☐ |
| Pedestrian Crossing | ☐ | ☒ | ☐ |
| Rest Area | ☐ | ☒ | ☐ |
| Truck Scale Site | ☐ | ☒ | ☐ |
| Landscaping | ☐ | ☒ | ☐ |
| Drainage | ☐ | ☒ | ☐ |
| River _____ | ☐ | ☒ | ☐ |
| Stream _____ | ☐ | ☒ | ☐ |
| Storm Sewer | ☐ | ☒ | ☐ |
| Sanitary Sewer | ☐ | ☒ | ☐ |
| Right of Way | ☐ | ☒ | ☐ |
| Simple Acquisition | ☐ | ☒ | ☐ |
| Complex Acquisition | ☐ | ☒ | ☐ |
| Relocations | ☐ | ☒ | ☐ |

| | YES | NO | MAYBE |
|---|---|---|---|
| Right of Way (cont.) Improvements | ☐ | ☒ | ☐ |
| Access Control | ☐ | ☒ | ☐ |
| Railroad Crossing | ☐ | ☒ | ☐ |
| At Grade | ☐ | ☒ | ☐ |
| Separated | ☐ | ☒ | ☐ |
| Railroad Encroachment | ☐ | ☒ | ☐ |
| Permits | ☐ | ☒ | ☐ |
| Conditional Use | ☐ | ☒ | ☐ |
| Flood Plain | ☐ | ☒ | ☐ |
| Irrigation District | ☐ | ☒ | ☐ |
| Water District | ☐ | ☒ | ☐ |
| Drainage District | ☐ | ☒ | ☐ |
| Div. of State Lands | ☐ | ☒ | ☐ |
| Dept. of Geology & Min. Ind. | ☐ | ☒ | ☐ |
| Corps of Engineers | ☐ | ☒ | ☐ |
| Coast Guard | ☐ | ☒ | ☐ |
| DEQ NPS Air Pollution | ☐ | ☒ | ☐ |
| DEQ NPS Water Pollution | ☐ | ☒ | ☐ |
| Building | ☐ | ☒ | ☐ |
| Fish & Wildlife Approval | ☐ | ☒ | ☐ |

## 3 - FEATURES (cont.)

| | YES | NO | MAYBE |
|---|---|---|---|
| Agreements (City-County Etc.) | X | | |
| Environmental Assessment | | X | |
| Statewide Assessment | | X | |
| Negative Declaration | | X | |
| Environmental Impact Statement | | X | |
| 4-F Statement | | X | |
| Citizen Advisory Committee | | X | |
| Public Hearing _____ | | X | |
| Borrow Source | | X | |
| Material Source | | X | |
| Utilities | | | X |

Type _____

| | YES | NO | MAYBE |
|---|---|---|---|
| Hydraulics Study | | X | |
| Soils Investigation | X | | |
| Airport Clearance | | X | |
| Economic Analysis | | X | |
| Requires Field Survey | X | | |
| Old Survey Available | | X | |
| Requires Vicinity Map | | X | |
| Requires Photogrammetry | | X | |
| Requires Reconnaissance Survey | | X | |
| Reconnaissance Available | | X | |
| Design Review | | X | |

## 4 - WORK ITEMS

| | TO BE PERFORMED BY APPLICANT | STATE | CONSULTANT |
|---|---|---|---|
| PRELIMINARY ENGINEERING | | X | |
| RIGHT-OF-WAY | – | – | – |
| CONSTRUCTION ENGINEERING | | X | |

## 5 - DURATION TIMES (MONTHS)

| | FLOAT | ACTIVE |
|---|---|---|
| RECONNAISSANCE SURVEY | | N/A |
| DRAFT ENVIRONMENTAL IMPACT STATEMENT | | N/A |
| CORRIDOR APPROVAL | | N/A |
| FIELD SURVEY | 3 | 1 |
| PRELIMINARY DESIGN | | N/A |
| DESIGN APPROVAL/FINAL EIS | | N/A |
| RIGHT-OF-WAY DESCRIPTIONS | | N/A |
| RIGHT-OF-WAY ACQUISITION | | N/A |
| P.S. & E. DOCUMENTS | | 3 |

RECOMMENDED CONSTRUCTION DATE _____ (Region) _____ (Salem)

## 6 - SUGGESTED BASE DESIGN

| ITEM | EXT | NEW WORK | OVER EXISTING |
|---|---|---|---|
| From city request | | | |
| 7th Street - base | 8 | 1 | 1 |
| A/C paving | 0 w | 3" | |
| shoulders - rock | 0 | 12 | -- |

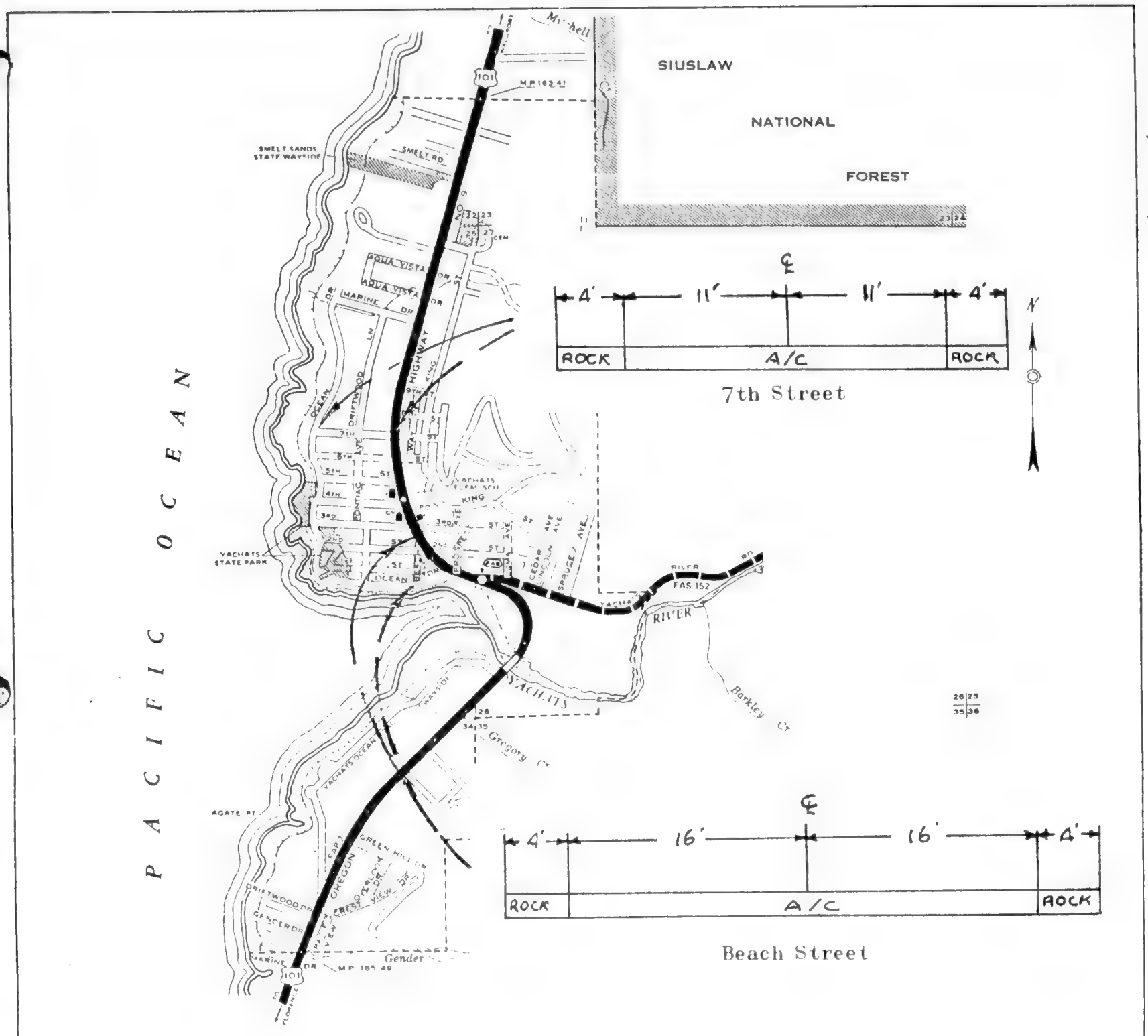
## 7 - TYPICAL SECTION AND LOCATION

Attach 8½ x 11 inch sheets for general location map and typical section (roadway & structure).

## 8 - PROJECT COST ESTIMATES

| | REGION | SALEM |
|---|---|---|
| PRELIMINARY ENGINEERING ..... | | 3,400 12-21-79 2 |
| RIGHT OF WAY ..... | | |
| TRAFFIC CONTROL ..... | | 2,500 |
| ILLUMINATION ..... | | |
| STRUCTURES ..... | | |
| RAILROAD ..... | | |
| ROADWAY ..... | 20,000 | |
| OTHER _____ | | |
| ENGINEERING & CONTINGENCIES ..... | 5,000 | |
| PROJECT TOTAL | | |

SUBMITTED BY _____




T15S R12W W.M

LEGEND

# YACHATS

LINCOLN COUNTY, OREGON

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

Population 465

Scale in Feet

Revised August 1975

November 20, 1979

INT 3-2

City of Yachats
City Hall
Yachats, Oregon 97498

Attn: Charles A. Canfield
Mayor

Dear Mayor Canfield:

Your proposed project on 7th Street (Highway 101 to Ocean View Drive) and Beach (2nd to Ocean View Drive), was submitted and approved by the Transportation Commission for construction in 1980 under the Special City Allotment Program (ORS 366.805).

Your proposed project, based upon a reconnaissance investigation, is roughly estimated to cost $32,150 with the State contributing $25,000.

The next step is for us to prepare a Construction Agreement and submit it, through our Region Office, for your City Council to consider and approve.

If you have any questions, feel free to contact this office, 207 Transportation Building, Salem, Oregon 97310, Phone: 378-6011, or:

Phil Stearns
Region Federal Aid Engineer
East Highway Building
Salem, Oregon 97310
Phone: 378-2626

Very truly yours,

W. H. Swan
Operation Programming Engineer

PPH:pf

cc: Region 2

DATE: November 6, 1979

INT 3-2

TO: OREGON TRANSPORTATION COMMISSION

FROM: H. S. Coulter
State Highway Engineer

SUBJECT: Special City Allotment
1980 Program
Finance Approval

Presented herewith at the November meeting will be the attached tabulation showing the distribution of 1980 Special City Allotment Program Funds.

This allocation has been distributed in accordance with the Working Agreement, as developed with LOC.

SCA Funds for the projects are estimated for Fiscal Year 1980 at $250,000, with Local Agency's match funds at $164,105.

The program projects have been investigated and are eligible for funding. I recommend your approval of the projects and request authorization to sign the necessary agreements for and on your behalf.

Attachment

FFH:pf

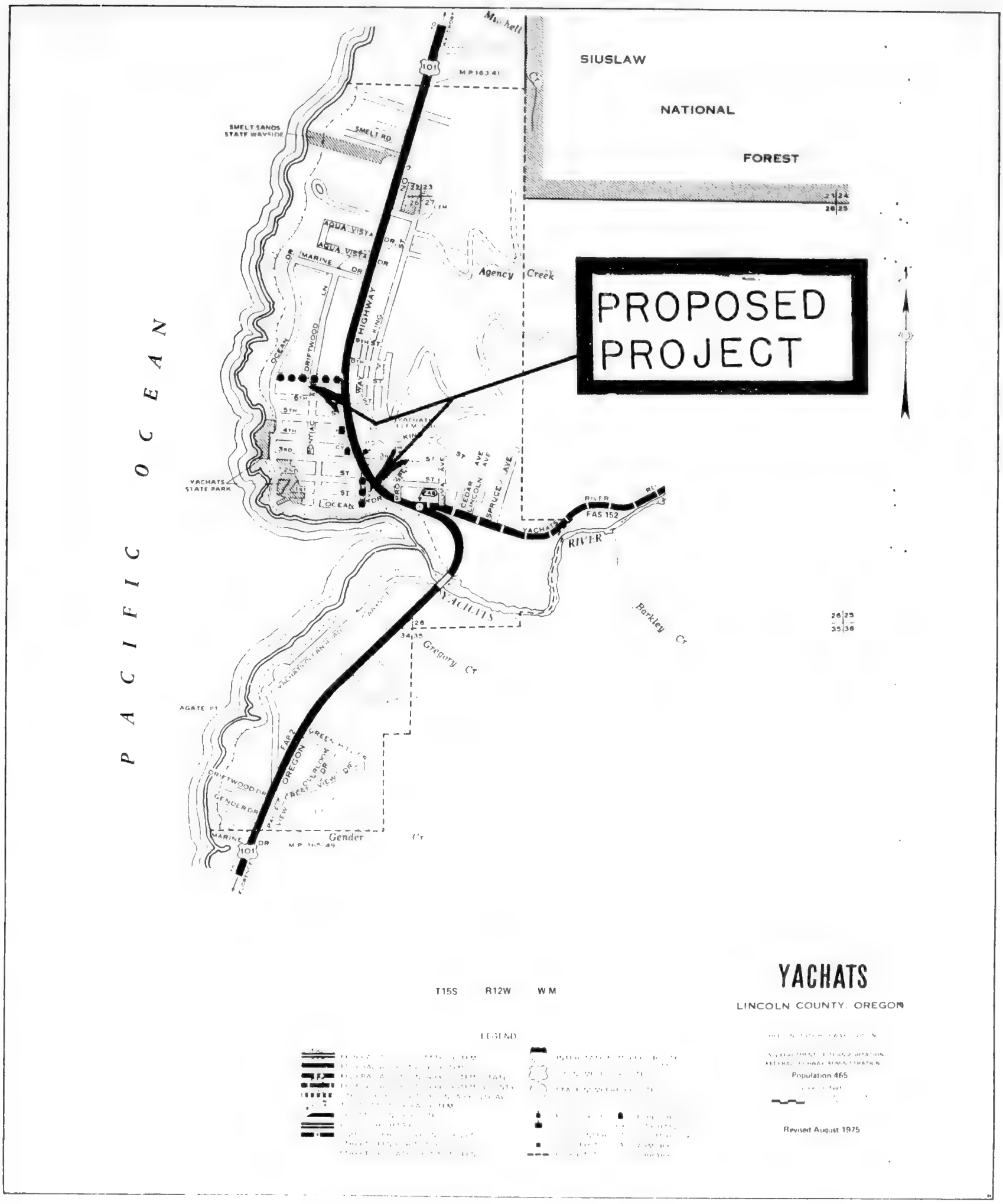
bcc: F. B. Klaboe
C. W. Head
L. W. Fulton
H. S. Hunter
D. H. Hoehring
T. L. Schroeder
C. T. Keasey
J. H. Verstoeg
C. O. Christensen
D. E. Swan
G. Hall

City of Yachats
Proposed Special City Allotment Project

The City of Yachats is requesting a $35,150.00 project for preliminary engineering and construction of 0.21 miles of 7th Street (Highway 101 to Ocean View Drive) and Beach Street (2nd Street to Ocean View Drive). The project will provide plans and contract documents for base and pavement. The State will perform the preliminary and construction engineering work. All costs over Preliminary Engineering and $25,000 Construction costs will be provided by the City of Yachats. In Summary:

| Jurisdiction | Section | Total Est. Cost | SCA Funds | City Share | State Share |
|---|---|---|---|---|---|
| City of Yachats | 7th Street (Highway 101 to Ocean View Drive) and Beach Street (2nd to Ocean View Drive) | $35,150 | $25,000 | $7,150 | $3,000 |

This office investigated the proposed project confirming its validity and financing utilizing Special City Allotment Funds.


PACIFIC OCEAN
SIUSLAW
NATIONAL
FOREST
PROPOSED
PROJECT
Agency Creek
Barkley Cr
Gregory Cr
Gender Cr
YACHATS
YACHATS RIVER
FAS 152
SMELT SANDS STATE WAYSIDE
SMELT RD
HIGHWAY 101
AQUA VISTA DR
MARINE DR
DRIFTWOOD LN
OCEAN
5TH ST
4TH ST
3RD ST
2ND ST
1ST ST
CEDAR ST
LINCOLN AVE
SPRUCE AVE
YACHATS STATE PARK
AGATE PT
FAP 2
OREGON
DRIFTWOOD DR
GENDER DR
MARINE DR
MP 163.41
MP 165.49
T15S R12W W M
LEGEND
YACHATS
LINCOLN COUNTY, OREGON
Population 465
Revised August 1975

October 31, 1979

INT 3-2

City of Yachats
P.O. Box 67
Yachats, Oregon 97498

Attn: Charles A. Canfield
Mayor

SUBJECT: SPECIAL CITY ALLOTMENT PROGRAM

Dear Mayor Canfield:

Your project request for improvement on 7th Street and Beach Avenue is now estimated to cost $32,150 with the City's cost being $7,150. If this estimated cost is within your financial means, please notify Fred Hildebrandt, 207 Transportation Building, Salem, Oregon, Phone: 378-6011, by mail or phone no later than November 7, 1979. This project will be presented to the Transportation Commission at its meeting on November 20, 1979.

Very truly yours,

ORIGINAL SIGNED
D. E. SWAN

D. E. Swan
Operation Programming Engineer

FFH:pf

cc: Region 2, Phil Stearns

FILES

July 25, 1979

Fred Hildebrandt
Special Programs Engineer

City of Yachats

I contacted Mayor Charles A. Canfield at the City Hall and we discussed the project considerably. They would like to overlay 7th Street with 2 inches of rock to level it up. He believes that the base material is deep enough that it would not be necessary to dig out and redo and overlay with 3 inches of asphalt. Also on Beach Street they would like to shape this street up and put on 4 inches of asphalt. Beach Street is a turn around place for most of the delivery trucks. A resturant, a small cottage and 2 or 3 houses border this street. On 7th Street, the City said it could be closed to through traffic for the duration of the project. There is a church and the City Hall is off 7th Street. The sewer plant is also there. They do haul in sludge by trucks, so heavy equipment does drive over this street. It is also a direct access for people coming to the bay to go down to what they call Park Road to the Park. The City would adjust any manholes that were necessary. I don't believe the power poles would have to be moved as they are out near the right-of-way line. Beach Street has a 50 foot right-of-way. There is some discussion of Condominium type buildings going in on Beach Street. This would add to the traffic which now uses it. There is a pie shop and 2 or 3 resturants right off this street for which traffic makes a loop around this street to go to. One drain inlet on the south end of Beach Street would have to be incorporated into. There is a possibility of water mains crossing. This looks like a pretty viable project and I would class it as a 18 less 1 previous project for a 17.

FFH:pf

cc: Region 2

SPECIAL CITIES ALLOTMENT

6-29-79

RESOLUTION No. 86

WHEREAS, under the provisions of ORS 366.800 and 366.805 there has been withdrawn from state highway funds appropriated for allocation to the several cities of the State of Oregon the sum of Two Hundred Fifty Thousand and No/100 ($250,000) Dollars, and said sum has been set up in a separate account to be administered by the Oregon Transportation Commission and to be spent each year by said Commission upon streets not a part of the state highway system, within cities which are receiving excessive wear through sudden increases in population in the area or heavy and unusual traffic; and

WHEREAS, the City of Yachats is an incorporated city of the State of Oregon and has a population of 525 as given by the latest official census; and

WHEREAS, the following streets of said city, Seventh Street, between Highway 101 and Ocean View Drive; and Beach Avenue

are not a part or parts of the state highway system, but are streets under the jurisdiction and control of said city which are "receiving excessive wear through sudden increase in population in the area or heavy and unusual traffic," and

WHEREAS, said streets are and each of them is in need of repair, reconditioning, and other major improvement,

NOW, THEREFORE, the members of the City Council, in regular ~~or special~~ session assembled, do hereby find, declare, and resolve:

1. That the aforesaid named streets of said city are in need of repair, reconditioning, and other major improvement.

2. That said streets are in their present state and condition of disrepair by reason of excessive wear through sudden increases in population in the area, or by heavy and unusual traffic.

3. That the Oregon Transportation Commission hereby is respectfully requested to consider and declare said streets as qualified for reconditioning, repair, and other improvement out of funds allocated and made available by and through the said $250,000 appropriation of state highway revenues which is to be administered and spent by the Transportation Commission.

4. That the City of Yachats does hereby offer to Transportation Commission and does hereby pledge complete cooperation and assistance to the end that said city may share and participate in the use and benefit of said special fund and appropriation; and therefore does designate Charles A. Canfield as the official representative of the city in all negotiations resulting from this request.

Passed and approved this 8th day of February, 1979.

There is attached hereto and made a part hereof, a city map on which is indicated the street, streets, road, or roads described in this resolution.

* * * * * * * *

I hereby certify that the foregoing resolution was passed and approved by the City Council of the City of Yachats at a regular or special meeting of said Council, held on the 8th day of February, 1979, and the above copy is a true and correct copy of the original and of the whole thereof.

Dated this 29th day of June, 1979.

Theodora Kyser
City Recorder

#1

Revised 1-1-79

SPECIAL CITY ALLOTMENT APPLICATION

CITY OF Yachats Date June 29, 1979

Street Name 7th Street (From H'way 101 To Ocean View Drive)
(Locate project on attached map)

Project Length 800 Feet

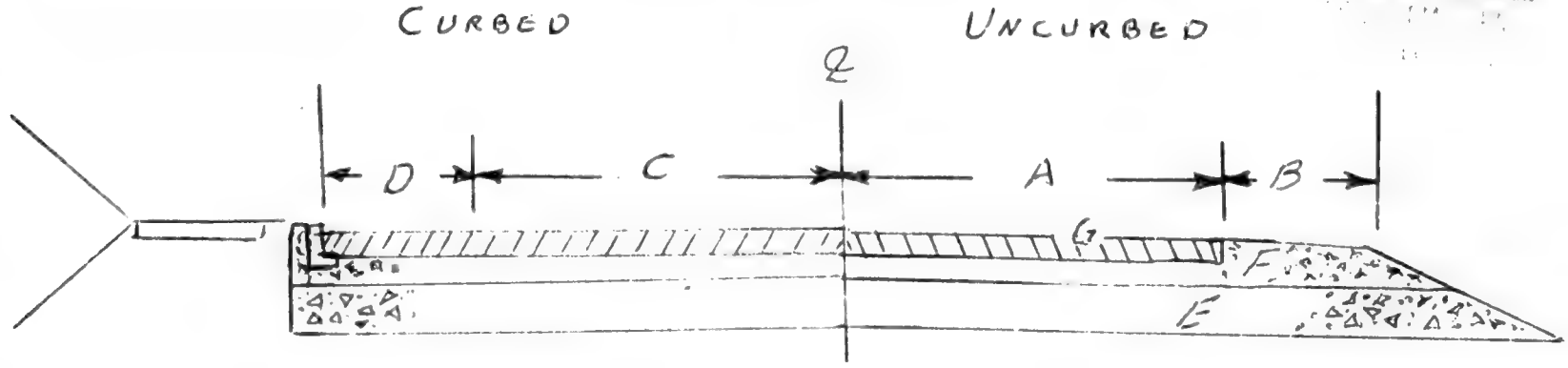
Up to $25,000 Special City Allotment Funds and -0- City Funds

City Funds will be available after (Date) --

ROADWAY PROJECT DATA

DESIRED STREET SECTION:

TYPICAL SECTION




| | | EXISTING | MINIMUM | PROPOSED |
|---|---|---|---|---|
| Uncurbed Street: | A - width of travel way: | 16 Feet | 12 Feet | 16 Feet |
| | B - width of shoulders: | 4 Feet | 4 Feet | 4 Feet |
| Curbed Section: | C - width of travel way: | Feet | 12 Feet | Feet |
| | D - width of parking: | Feet | 6 Feet | Feet |
| Base Design: | E - Base Course: | 8 Inch | 9 Inch | 9 Inch |
| | F - Leveling (Optional): | Inch | 2 Inch | Inch |
| | G - Type of Surfacing: (I.e. Oil, Pave or Gravel) | Gravel | Asphalt | Asphalt |
| | Depth of Surfacing | 8 Inch | 3 Inch | 3 Inch |

Can street be closed during construction? No X Yes ____

Has City established grade on street? No X Yes ____

Site for disposal of excess excavated material: Lot 13, Block 7, Third Add'n to Yachats (next to City Office)

Remarks: _____

DRIVEWAYS:

Construct as part of project? No ____ Yes X How many? 6

Does city ordinance specify width and number of driveways permitted? No X Yes ____

Remarks: _____

CONCRETE CURBS: No curbs required.

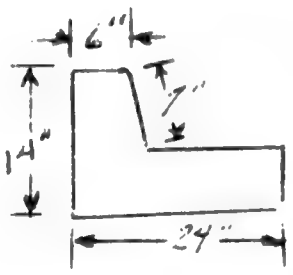
Construct as part of project. _____ Now in place _____

Width between present curbs: _____ Feet

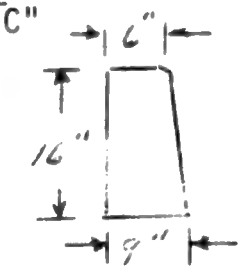
Length of desired radius on curb returns: _____ Feet

What type of curbs does city desire? _____

A
Monolithic




B
Type "C"




C
Other

Explain _____

SIDEWALKS:

Construct as part of project. No x Yes ____

| Width | Length | Side of Street |
|---|---|---|
| ____feet | ____feet | North____East____ |
| ____feet | ____feet | South____West____ |

Distance between present sidewalks: ____feet

Is utility strip required? No X Yes ____: Width: ____feet

Remarks ____

STORM SEWERS:

Construct as part of project. No ____ Now in place Yes ____

Are they adequate for increased flow? No ____ Yes X

Indicate depth of main lines from present surface: 2 feet

(Show location of outfall on attached map)

SANITARY SEWERS: (City to adjust if required)

Now in place? No ____ Yes X

Depth of sewers from present surface: 7 feet

Remarks: ____

## BRIDGE PROJECT DATA

1. Name of Bridge:_____Bridge No._____
2. Name of River or Stream:_____
3. Does City wish a particular type of bridge design? No_____ Yes_____

   Type desired:_____

   _____
4. Roadway width of bridge:_____
5. Width of sidewalks: on upstream_____downstream_____side of bridge?
6. Will detour be constructed and maintained by City?_____

   By contractor?_____
7. Construct approaches or connections? By City_____ By Contractor_____
8. Will old bridge remain in place?_____ Removed by City?_____

   By Contractor?_____Salvaged for future use?_____
9. Lightpost bases and conduit installed? No_____ Yes_____
10. Will any of the following utilities be attached to this structure?

    a) Water Mains: No_____ Yes_____ Size_____

    b) Sanitary Sewer Mains: No_____ Yes_____ Size_____

    c) Storm Sewer Mains: No_____ Yes_____ Size_____

    d) Gas Mains: No_____ Yes_____ Size_____

    e) Power Lines: No_____ Yes_____

    f) Telephone Lines: No_____ Yes_____

    g) Other Utilities?_____
11. Remarks:_____

    _____

    _____

    _____

    _____

## GENERAL INFORMATION:

RIGHT-OF-WAY: (City shall, without cost to State, provide all right-of-way required)

Width of present right-of-way: 50 feet

Additional right-of-way required? No x Yes____

State to furnish right-of-way descriptions? No____ Yes X

WATER MAINS: (City to adjust if required)

Now in place? No____ Yes X How deep from present surface? 2 feet

Remarks_____

FRANCHISED UTILITIES: (City is to arrange for any required adjustment)

Gas lines? No x Yes____ Company? _____

Electric Poles? No____ Yes x Company? Central Lincoln PUD

Telephone poles? No x Yes____ Company? Pioneer Telephone

Railroad tracks? No X Yes____ Company?_____

Is crossing presently protected by automatic railroad signals? No____ Yes____

Remarks: Telephone lines are underground

General remarks: The following factors contribute to heavy traffic on 7th Street: The street is one of the principal connections between Highway 101 and Ocean View Drive. The City Office, municipal waste-water treatment plant, and the Community Church are located on this street. A gift shop on the corner of 7th and Highway 101 recently expanded its operation. A new dwelling is currently under construction.

By _____
Mayor

By _____
City Recorder

By _____
City Administrator or City Engineer

#2

Revised 1-1-79

SPECIAL CITY ALLOTMENT APPLICATION

CITY OF Yachats Date June 29, 1979

Street Name Beach Street (From 2nd Street To Ocean View Drive
(Locate project on attached map)

Project Length 320 Feet

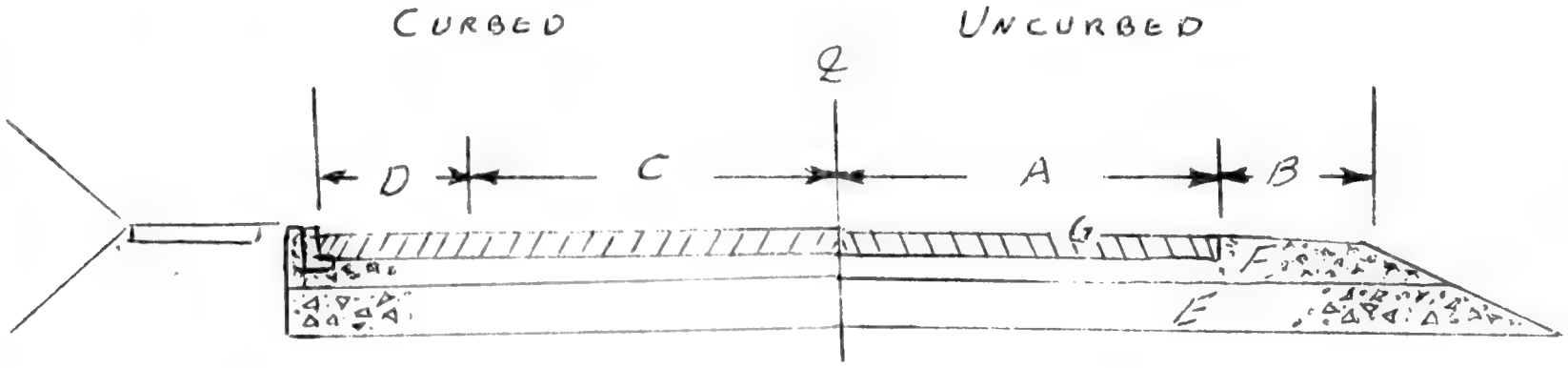
Up to $25,000 Special City Allotment Funds and -0- City Funds

City Funds will be available after (Date)_____

ROADWAY PROJECT DATA

DESIRED STREET SECTION:

TYPICAL SECTION




| | | EXISTING | MINIMUM | PROPOSED |
|---|---|---|---|---|
| Uncurbed Street: | A - width of travel way: | 24 Feet | 12 Feet | 24 Feet |
| | B - width of shoulders: | 4 Feet | 4 Feet | 4 Feet |
| Curbed Section: | C - width of travel way: | ____Feet | 12 Feet | ____Feet |
| | D - width of parking: | ____Feet | 6 Feet | ____Feet |
| Base Design: | E - Base Course: | 8 Inch | 9 Inch | 12 Inch |
| | F - Leveling (Optional): | ____Inch | 2 Inch | ____Inch |
| | G - Type of Surfacing: (I.e. Oil, Pave or Gravel) | Gravel | Asphalt | Asphalt |
| | Depth of Surfacing | 8 Inch | 3 Inch | 4 Inch |

Can street be closed during construction? No x Yes____

Has City established grade on street? No x Yes____

Site for disposal of excess excavated material: Lot 13, Block 7, Third Add to Yachats (next to City Office)

Remarks:_____

DRIVEWAYS:

Construct as part of project? No____ Yes____ How many?_____

Does city ordinance specify width and number of driveways permitted? No____ Yes____

Remarks: Skirt to First Street

CONCRETE CURBS: No curbs required

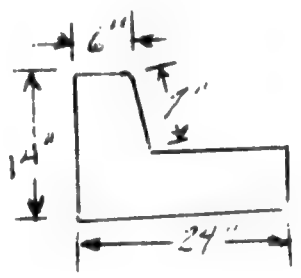
Construct as part of project._____ Now in place _____

Width between present curbs: _____Feet

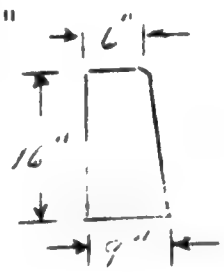
Length of desired radius on curb returns: _____Feet

What type of curbs does city desire?_____

A
Monolithic




B
Type "C"




C
Other

Explain_____

SIDEWALKS:

Construct as part of project. No_x__ Yes_____

| Width | Length | Side of Street |
|---|---|---|
| _____feet | _____feet | North_____East_____ |
| _____feet | _____feet | South_____West_____ |

Distance between present sidewalks:_____feet

Is utility strip required? No_____ Yes_____: Width: _____feet

Remarks_____

_____

_____

_____

STORM SEWERS:

Construct as part of project. No_____ Now in place _____

Are they adequate for increased flow? No_____ Yes _____

Indicate depth of main lines from present surface: _____feet

(Show location of outfall on attached map)

SANITARY SEWERS: (City to adjust if required)

Now in place? No_____ Yes_x__

Depth of sewers from present surface:___6___feet

Remarks:_____

_____

_____

_____

## BRIDGE PROJECT DATA

1. Name of Bridge:_____ Bridge No._____
2. Name of River or Stream:_____
3. Does City wish a particular type of bridge design? No_____ Yes_____

   Type desired:_____

   _____
4. Roadway width of bridge:_____
5. Width of sidewalks: on upstream_____downstream_____side of bridge?
6. Will detour be constructed and maintained by City?_____

   By contractor?_____
7. Construct approaches or connections? By City_____ By Contractor_____
8. Will old bridge remain in place?_____ Removed by City?_____

   By Contractor?_____Salvaged for future use?_____
9. Lightpost bases and conduit installed? No_____ Yes_____
10. Will any of the following utilities be attached to this structure?

    a) Water Mains: No_____ Yes_____ Size_____

    b) Sanitary Sewer Mains: No_____ Yes_____ Size_____

    c) Storm Sewer Mains: No_____ Yes_____ Size_____

    d) Gas Mains: No_____ Yes_____ Size_____

    e) Power Lines: No_____ Yes_____

    f) Telephone Lines: No_____ Yes_____

    g) Other Utilities?_____
11. Remarks:_____

    _____

    _____

    _____

    _____

GENERAL INFORMATION:

RIGHT-OF-WAY: (City shall, without cost to State, provide all right-of-way required)

Width of present right-of-way: 50 feet

Additional right-of-way required? No x Yes____

State to furnish right-of-way descriptions? No____ Yes x

WATER MAINS: (City to adjust if required)

Now in place? No____ Yes x How deep from present surface? 2½ feet

Remarks_____

_____

FRANCHISED UTILITIES: (City is to arrange for any required adjustment)

Gas lines? No x Yes____ Company? _____

Electric Poles? No____ Yes x Company? Central Lincoln PUD

Telephone poles? No____ Yes x Company? Pioneer Telephone Coop.

Railroad tracks? No x Yes____ Company?_____

Is crossing presently protected by automatic railroad signals? No____ Yes____

Remarks:_____

_____

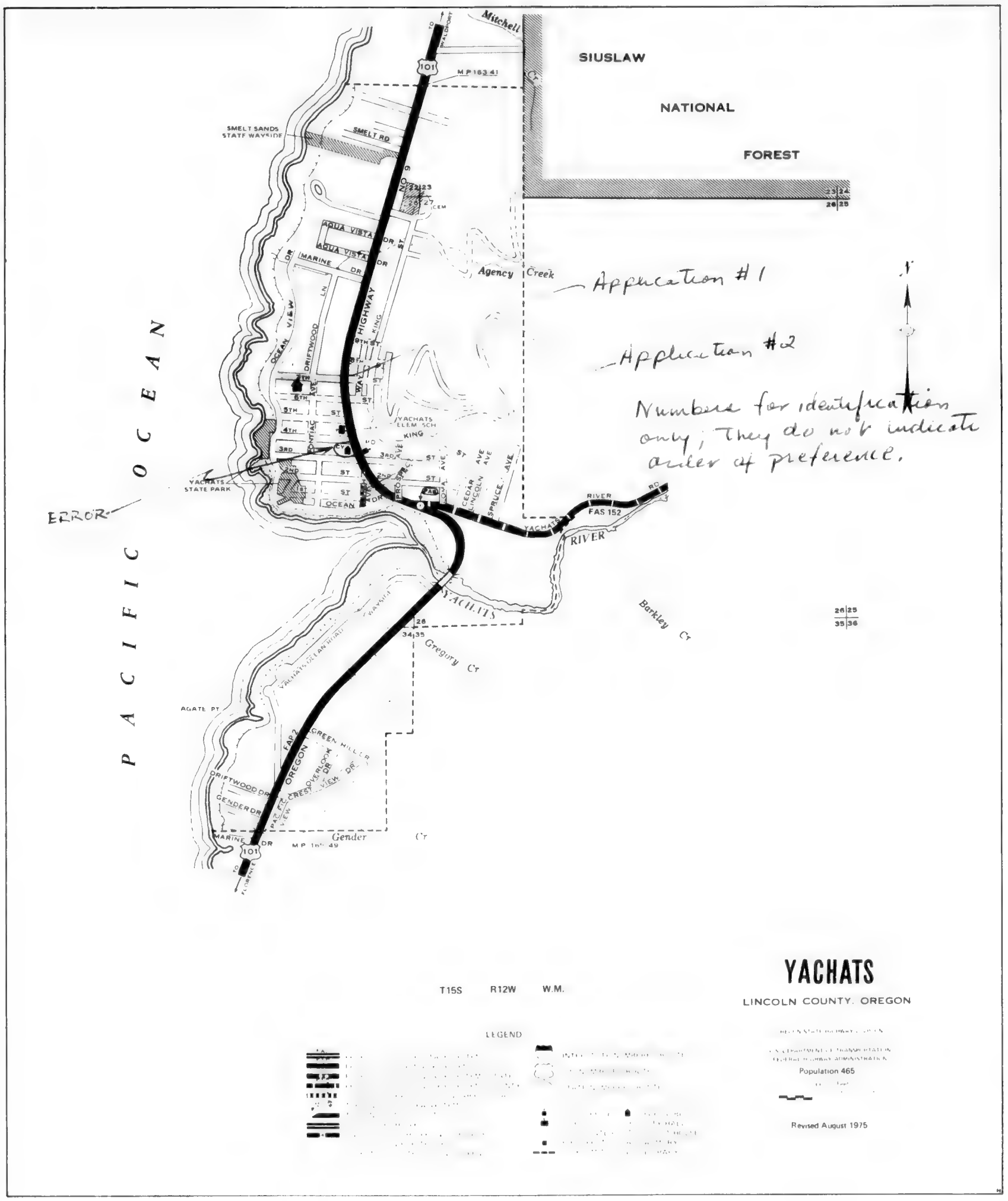
_____

General remarks: Because the junction of River Road and Highway 101 is too sharp an angle for direct connection, Beach Street is used as a turnaround, especially by large, heavy vehicles such as logging trucks. This, in addition to traffic that is normal to a downtown, commercial street, results in unusually heavy wear.

By Charles L. Penfield
Mayor

By Priscilla Ryan
City Recorder

By_____
City Administrator or City Engineer


SIUSLAW
NATIONAL
FOREST
Mitchell
M.P. 163.41
SMELT SANDS STATE WAYSIDE
SMELT RD
AQUA VISTA DR
MARINE DR
Agency Creek
Application #1
Application #2
Numbers for identification only; they do not indicate order of preference.
N
OCEAN VIEW LN
DRIFTWOOD AVE
9TH ST
8TH ST
7TH ST
6TH ST
5TH ST
4TH ST
3RD ST
2ND ST
PONTIAC AVE
KING
YACHATS ELEM SCH
YACHATS STATE PARK
OCEAN
PROSPECT AVE
CEDAR AVE
LINCOLN AVE
SPRUCE AVE
FAS 152
RIVER RD
YACHATS
RIVER
ERROR
P A C I F I C O C E A N
Barkley Cr
Gregory Cr
Gender Cr
AGATE PT
YACHATS OCEAN ROAD
FAP 2
OREGON COAST GREEN HILLER
DRIFTWOOD DR
CREST DR
OVERLOOK DR
VIEW DR
GENDER DR
MARINE DR
M.P. 165.49
101
FLORENCE
T15S R12W W.M.
LEGEND
YACHATS
LINCOLN COUNTY, OREGON
U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Population 465
Revised August 1975

7/51

# SPECIAL CITY ALLOTMENT FUND
## INVESTIGATION DATA

City: Yarnell Date _____ No. of Previous Projects 1
Population: 1974: 465 1979: 535 Last Project 1968 (Year)
Street: _____ Total SCA Funds $ 23,929
7th (City limits - [illegible]) Funds/Capita $ 25.58
South (2 [illegible]) Average/Capita $ 44.92
Project Length _____ Mile Right-of-Way Width 50' Feet
800 FT
500 ea.

| | Existing | Minimum | Proposed |
|---|---|---|---|
| Uncurbed Street | | | |
| Width of Travelway: | 16 ft. | 12 feet | 16 ft. |
| Width of Shoulders: | 4 ft. | 4 feet | 4 ft. |
| Curbed Street | | | |
| Width of Travelway: | ____ ft. | 12 feet | ____ ft. |
| Width of Parking: | ____ ft. | 6 feet | ____ ft. |
| Base Design | | | |
| Base Course: | 8 in. | 9 in. | 9 in. |
| Leveling Course (Optional): | ____ in. | 2 in. | ____ in. |
| Type of Surfacing: (i.e.: Oil, Asphalt, Gravel) | Gravel | Asphalt | Asphalt |
| Depth of Surfacing: | 8 in. | 3 in. | 3 in. |

Type curbs: _____ Walks: Width _____ ft. Length _____ ft.
Can street be closed during construction? No _____ Yes _____
Remarks: _____

## ESTIMATE

| | Unit | Gross* | Price | Amount |
|---|---|---|---|---|
| MOBILIZATION | ALL | $ 8 | $ | $ 945 |
| TEMP. PROT. & DIRECT TRAFFIC | ALL | [illegible] | | 555 |
| GENERAL EXCAVATION | CU. YD. | | | |
| AGGR. BASE 1½ DEEP | SQ. YD. | [illegible] | [illegible] | 2450 |
| CEMENT TREATED SUBGRADE | CU. YD. | | | |
| CEMENT IN TREATMENT | TON | | | |
| CLASS "C" AC ___ DEEP | SQ. YD. | [illegible] | [illegible] | 9[illegible]2 |
| CONCRETE INLETS | EACH | | | |
| CONCRETE CURBS | LIN. FT. | | | |
| CONCRETE WALKS | SQ. YD. | | | |
| CONCRETE DRIVEWAYS | SQ. YD. | | | |
| ___ INCH SEWER PIPE | LIN. FT. | | | |
| ___ INCH CULVERT PIPE | LIN. FT. | | | |
| ADJUST MANHOLES | EACH | | | |
| ADJUST INLETS | EACH | | | |
| Flagging | | | | |
| Total | | | | $ 14,1[illegible] |
| Engineering & Contingencies (20%) | | | | |
| Total | | | | $ |
| City's Estimated Share of Survey | | | | $ |
| TOTAL ESTIMATED COST | | | | $ [illegible]50 |

*Items include 10% allowance.

Ocean View

Yachats.

7th Str

Beach

2nd

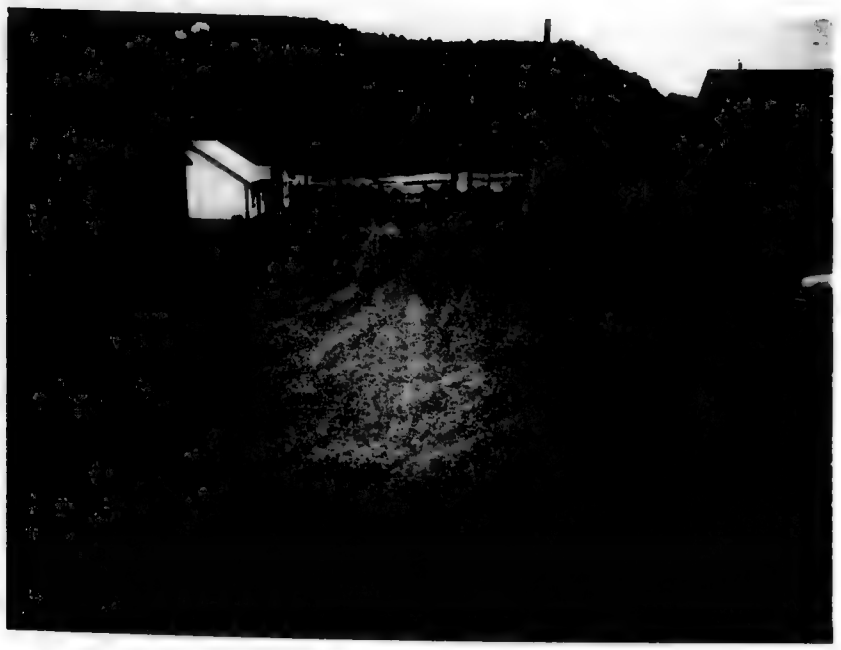
4th

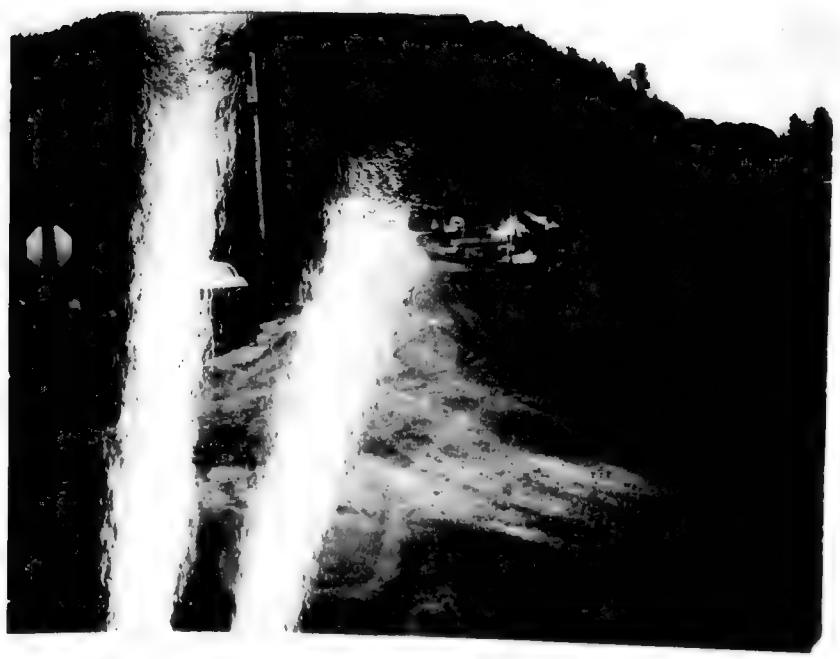
Case

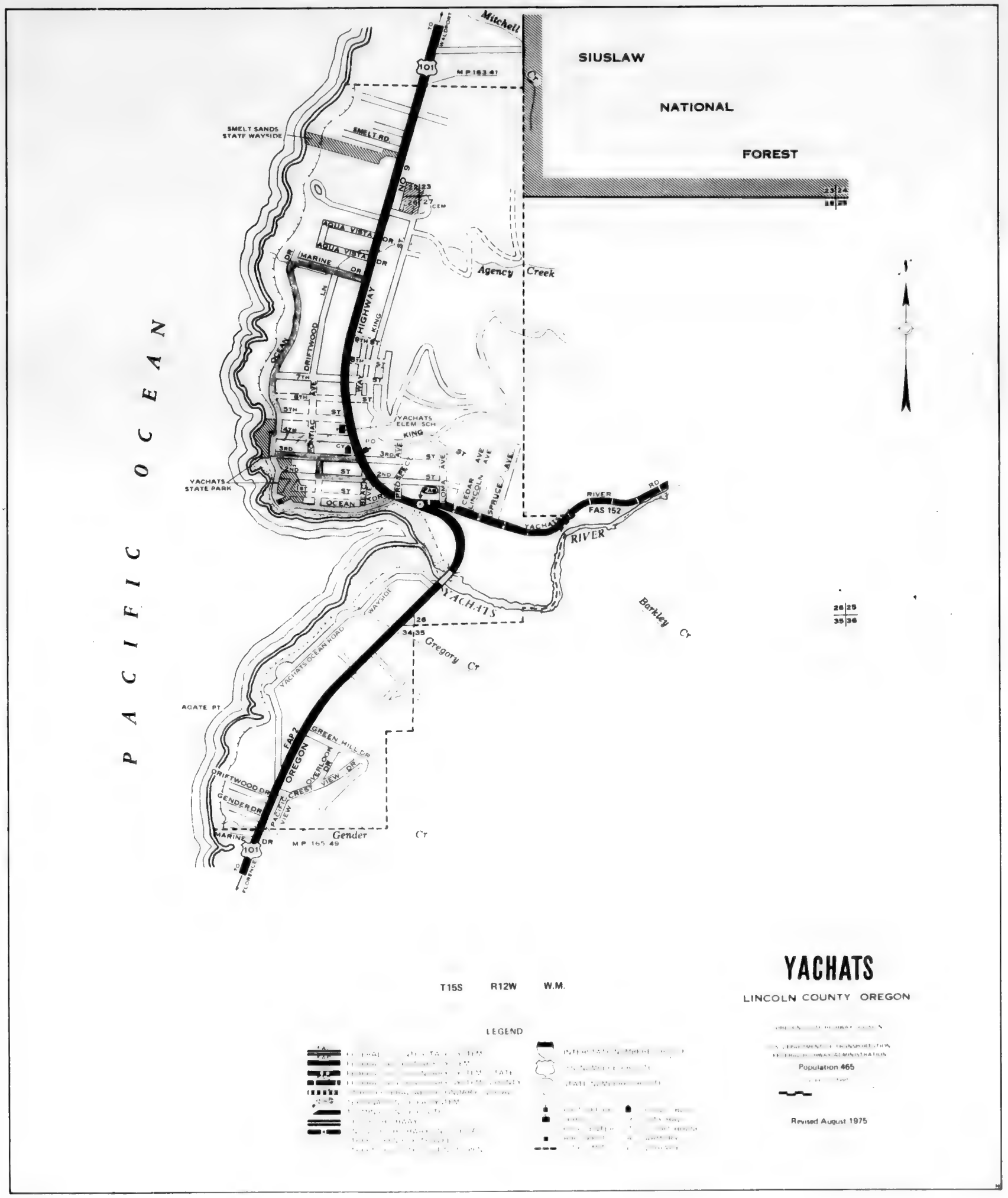
$\frac{25 \times 800}{9} \times 110 =$ 2450 Sq yds

Case

$\frac{16 \times 800}{\quad} \times \quad =$ 1520 Sq yds








# YACHATS

LINCOLN COUNTY OREGON

T15S R12W W.M.

LEGEND

Population 465

Revised August 1975

1980 Castle Rock-Cedar Creek 9170
Sec. of the Three Rivers Hwy.
(Asphalt slurry seal)

Smead
No. 2-152-5L
MINN. LOS ANGELES
McGREGOR, TEXAS

DATE: July 2, 1981

CON

TO: OREGON TRANSPORTATION COMMISSION

FROM:
H. S. Coulter
State Highway Engineer

SUBJECT: Request for Increase in Project Authorization
Castle Rock-Cedar Creek Section
Three Rivers Highway, Tillamook & Yamhill Counties
Contract No. 9170

An increase in the project authorization for this State financed asphalt slurry seal project is needed as an overrun of $21,400 or 18.2 percent is apparent.

Flagging and pilot car bid item quantities were calculated on the basis of 2.5 miles per lane per day application of slurry seal. The actual rate was approximately one mile causing the flagging and pilot car items to overrun by $8,676 and $1,423 respectively.

The bid item quantities for slurry aggregates and asphalt also were underestimated. These two items overran by $4,932 and $5,166 respectively. Engineering also overran by approximately $3,000 mainly due to the slower than anticipated application rate.

It is recommended that the authorization for this project be increased by $21,400 to a new total of $138,865.24. This matter will be on the consent calendar for the July 21 meeting.

WR:mk md

bcc F. B. Klaboe
V. E. Skoog
R. W. Gormsen
C. O. Fredrickson
C. T. Keasey
George Bell

STATE OF OREGON

# INTEROFFICE MEMO

FILE: CON 5 #9170

TO: H. S. Coulter
State Highway Engineer

DATE: June 30, 1981

FROM: O. B. Jackmond
Contract Administration Engineer

SUBJECT: Request for Increase in Project Authorization
Castle Rock-Cedar Creek Section
Three Rivers Highway, Tillamook & Yamhill Counties
Contract No. 9170

NOTED
H.S.COULTER

An increase in the project authorization for this State financed asphalt slurry seal project is needed as an overrun of $21,400, or 18.2 percent, is apparent.

Flagging and pilot car bid item quantities were calculated on the basis of 2.5 miles per lane per day application of slurry seal. The actual rate was approximately one mile causing the flagging and pilot car items to overrun by $8,676 and $1,423 respectively.

The bid item quantities for slurry aggregates and asphalt also were underestimated. These two items overran by $4,832 and $5,168 respectively. Engineering also overran by approximately $3,000 mainly due to the slower than anticipated application rate.

An $8,000 order for repair work by State forces has also been submitted. This cost to the project is offset by a $10,000 authorization for anticipated patching which was inadvertently charged to a previous project before work on this contract began. The repair work is necessary to correct areas throughout the project where the slurry seal was damaged by water coming through the existing pavement.

A rough draft letter to the Transportation Commission is attached along with a copy of the Expected Overrun of Project Authorization.

WR:fr

Att.

cc: C. O. Fredrickson
Don Thurston
Robert Church

OK/R

RECEIVED
STATE HWY ENGR
JUL 1'81
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

RESIDENT ENGINEER'S NARRATIVE REPORT

CASTLE ROCK - CEDAR CREEK SEC.
Tillamook and Yamhill
Contract 9170
Prefix 29-4214

1980

This contract was let for the purpose of applying a top-seal coat to an A. C. surface which had begun to degrade, with tendency to ravel. The slurry seal applied consisted of a mixture of #10-0" crushed aggregate, CSS-1H emulsified asphalt, and sufficient water to form a workable mixture.

The actual mixing of the slurry takes place in a pugmill mounted on the rear of a truck fitted with an aggregate bin, asphalt and water tanks, and an auxiliary motor for driving the pugmill shaft, rock feed belt and pumps. The aggregate is fed through an adjustable gate and as it free-falls into pugmill, it is sprayed with water. The volume of water incorporated into the mixture is varied as conditions warrant, through a valve on the feed line. The emulsion pump drive is a direct connection to the rock feed, so once gate opening is set, the volume of emulsion sprayed into pugmill is consistent with amount of rock supplied.

The slurry mixture is discharged through a chute at the back of the pugmill into a spreader box consisting of a metal framework supported off the roadway by edge rubbers which also prevent the slurry mixture from spreading beyond the ends of the box. The spreader box is both baffled and articulated in the center to allow the spreader rubbers to follow the roadway surface more closely. The spreader rubbers run the length of the box at three locations. The front rubber keeps the slurry mixture from flowing out ahead of the box, the center rubber is for initial strike-off, and the rear rubber establishes the final surface texture. These spreader rubbers are somewhat pliant, to ensure that any abrupt variations in the roadway surface do not affect the over-all depth of slurry. This depth of slurry coating is of prime

importance as this affects the curing time, surface texture, and overall appearance, thus every effort should be made to keep this thickness uniform.

DATA

The specifications for this particular project required an asphalt percentage of 11 to 20 percent and final contract quantities indicate an overall percentage of 15.5%. The specifications also required a spread of 10-15 pounds of dry aggregate per square yard, and final contract quantities indicate 12.25 pounds per square yard. A tack coat of 3 parts water to 1 part asphalt was specified, and as a test, tack was applied at various rates between 0.05 and 0.15 gallons per square yard in the area of MP 14.0 to 15.2. Subsequent cores showed no apparent advantage in using the tack coat, and because of problems in keeping this highly viscous solution on the roadway and out of traffic, the decision was made to discontinue use. Spray bars on the trucks for pre-wetting the roadway surface were used whenever the surface heat caused premature break of the asphalt.

Early on, the inspector should make every effort to determine the actual asphalt percentage and rock pull (pounds per square yard). This is important not only to meet specifications, but so each truck lays a similar finished product.

Of prime importance is to begin with an accurate figure for the typical aggregate load for each truck. An OSHD weigh scale was located near this project, simplifying the problem. Calculation of actual emulsion used (truck tank measurement) related back to actual weight of aggregate in

test load will yield an initial percentage of asphalt. Division of the rock and asphalt quantities by the number of shaft revolutions will establish a yield at present gate opening. Further calculation will establish the gate opening required for the desired asphalt percentage, the key being the asphalt supplied with each revolution is constant, and the gate opening provides the variable.

The weight of the test load can be directly related to rock pull by simple calculation once actual length of spread is known. Rock pull corrections are effected by varying truck speed, water quantity or weighting of spreader box.

PROBLEM

Slow-cure or non-cure in shaded areas.

1. Solution attempted:

   a. In some cases pull lengths and directions were re-arranged to fit conditions.

2. Results:

   a. Varied. In some cases successful, but in most cases not of real value. Some sections of roadway seldom in full sun.

3. Recommendations:

Careful choice of roadways to be treated with slurry seal is of utmost importance. Roads with heavy overhanging foliage or in areas where foggy or cloudy conditions are prevalent are unlikely choices. The presence of full sun is imperative to achieve any measure of successful cure within the 3 hour limit. Under shade conditions, the cure can be as long as 3 to 4 days, with the chance of damage by traffic always a problem.

I would not recommend slurry work in areas similar to this project. The ambient temperature is low, not enough sun is available because of the on-shore flow of fog. This fog keeps temperatures down and prevents work from starting unless conditions clear.

PROBLEM

Uniform depth of slurry seal.

1. Solution attempted:

   a. Measures were taken to impart more rigidity to the spreader box, which because of the center articulation (required by special provisions) had a tendency to lift and form a crown section even

though roadway was flat.

b. Weighting of box as necessary.

c. Application of additional water in corners where aggregate tended to build up.

2. Results:

a. Some success in keeping wide box from forming gull-wing configuration, but not the answer.

b. Some success again, but pliability of spreader rubbers still allowed depth variation.

c. Additional water restored mixture's tendency to flow, but some reduction in the asphalt content percentage was evident.

3. Recommendations:

a. A rigid box may prove more desirable, as few roads have a crown within the travel lane. The spreader rubbers can conform to most any surface variation encountered in a normal roadway.

b. A heavier box, with less tendency to lift under the pressure of a full load of mixture against the spreader rubbers.

c. If spreader box was equipped with full length reversible augers these build-up areas would not occur.

PROBLEM

Variable roadway widths.

1. Solution attempted:

   a. Multiple passes following edge of roadway first, then an overlap pass following centerline.

   b. In areas of constant width, yet wider than box width, corner of end rubber was lifted and a jet of water directed in a manner which initiated a flow of slurry mixture toward the edge of the roadway.

2. Results:

   a. Lap joint was apparent in finished surface and overlapped area was of such depth as to preclude cure in specified time period.

   b. Once again, the additional water reduced the asphalt content of the seal, with the added disadvantage of reduced aggregate texture.

3. Recommendations:

Specifications should require a spreader box with adjustable width, not unlike Mark-line® extensions on asphalt paving machines. The spreader box on this project possessed no versatility beyond the addition of extension pieces, a time consuming process not viable during the actual laying period. The limitations of extension pieces also meant an average width of roadway to be sealed was pre-determined, and during the course of the day's spread occasions arose where surface width was wider than box, requiring jetting slurry mixture with water. In those areas where

width of box was beyond the surface width, slurry mixture flowed out under the end rubbers into ditch section.

PROBLEM

Super-elevated curves.

Because of the spreader box configuration using only baffles for mixture retention, superelevated curves posed a somewhat peculiar problem. The mixture tended to migrate to the low side, and in many cases the mixture over-flowed the lower end of the box without filling the upper end. This also tended to form a build-up of drier material on the upper side of the baffles, with this material causing a thicker band of aggregate to be spread at these locations.

1. Solutions attempted:

   a. A drier slurry mixture was tried, resulting in less overflow, but also less migration to the upper end of the box.

   b. Addition of water at the baffle locations risking subsequent reduction of asphalt percentage.

   c. Manually stiffening of spreader rubbers at baffle locations, in hope of reducing depth of drier material forced under rubbers.

2. Results:

   a. The drier slurry mixture resulted in more build-up at baffles.

   b. The additional water made the thicker material flow more readily, but the asphalt reduction was risky.

c. Some success; possibly a partial cure to the banding.

3. Recommendations:

Once again, the inclusion of augers in the spreader box as a requirement of the specifications is strongly recommended as a solution to this problem. Even with an adjustable width box, augers in the fixed portion of the box would allow movement of the slurry to and from problem areas. The box as used on this project is highly suited to flat areas such as parking lots and airports but not adequate for banked curves.

PROBLEM

Wet pavement areas.

This problem plagued us throughout the project, but became markedly more prevalent as work progressed toward the west end of the project. Because of porosity of the underlying pavement, there were areas which ranged from always damp to free water flowing out and down the super. These areas varied in size from insignificant to many square feet, with some being 10 to 20 feet in length. This influx of water from beneath, due to hydrostatic pressure, prevents the slurry seal from curing and floats the asphalt to the surface. After the lane is opened to traffic, the free water and asphalt is carried off by the vehicle tires. Eventually, these areas with no bond are stripped of slurry, exposing the underlying surface.

1. Solutions attempted:

   a. Tack coat (3:1 mixture) at various rates from 0.05 to 0.15 gallon per square yard.

b. Tack coat (3:1 mixture) hand applied on these areas after drying with propane torch.

c. Tack coat (pure CSS-1H) hand applied on these areas after drying.

2. Results:

a. Machine applied tack coat had no effect on these wet areas. The tack never broke, combining readily with the slurry mixture, and may have even contributed to the failure to cure by its very presence.

b. Drying of these areas prior to the application of 3:1 tack coat seemed to be the key to any success. If the dried area was allowed to cool, the tack coat had no appreciable effect, but if the tack was applied while the surface was still hot, the tack broke rather quickly, sealing off some of the water.

c. The application of CSS-1H to still hot, pre-dried areas, resulted in a complete seal of the surfaces, so complete that the water would then migrate up the super to escape through formerly dry asphalt.

3. Recommendations:

There appears to be no real solution to the problem of wet areas. On this particular project, more of these wet areas were encountered toward the west end, but no sure determination can be made whether this was due to variation in the natural aquafilter, or just that the west end was completed later in the season, when ground water was more prevalent.

Once again, careful choice of roadways to be treated with slurry seal is important. If a roadway is designated for slurry seal, any perennial wet spots should be noted, with an eye toward trying a process of heating to a dried condition, then applying a coating of hot paving asphalt. If the influx of water is not too great, some success may be gained through treatment in this manner.

Because of our experience of only achieving a timely cure of the slurry under conditions of full sun, it seems important that slurry seal contracts be let earlier in the construction season to take advantage of optimum conditions. The contractor should have June, July, and August in which to work.

PROBLEM

Traffic crossing fresh slurry.

1. Solution attempted:

   a. We distributed letters in person to the local people explaining the work being done, importance of not driving on fresh slurry and necessity of waiting for the pilot car. (See attachment)

2. Results

   a. We still had problems with traffic tracking the fresh slurry.

3. Recommendations:

On future projects of this type we should include signs printed on cardboard which could be placed at each driveway and road connection. Signs to read "Please Wait for Pilot Car". These would be temporary and could be mounted on wood in a traffic cone.

## STATEMENT OF OVERRUNS AND UNDERRUNS

SECTION: Castle Rock-Cedar Creek
HIGHWAY: Three Rivers
COUNTY: Tillamook & Yamhill

CONTRACT #: 9170
PREFIX #: 29-4214
F.A.P. #: State

| Item | Contract Amount | Semi-Final Amount | %(+ or -) |
|---|---|---|---|
| Bid Items | $ 89,993.61 | $ 105,876.39 | +18% |
| Anticipated Items | 13,500.00 | 13,500.00 | |
| Contingencies | 4,657.21 | 1,830.00 | -39% |
| Engineering | 9,314.42 | 11,500.00 | +23% |
| Total | 117,465.24 | 132,706.17 | (+13%) |

All substantial changes were evaluated and only those listed below meaningfully affected the total project cost.

## INDIVIDUAL OVERRUNS AND UNDERRUNS

| No. | Item | Unit | Contract Quantity | Final Quantity | %(+ or -) |
|---|---|---|---|---|---|
| 5 | Flagmen | Hour | $ 5,400.00 | $ 14,076.00 | +160 |

Location Narrative and Contractor's Work Plan called for rate of application of 2.5 miles per lane per day or 150 hours flagging time for (2) flagmen. The actual rate of application, considering setup time for sweeping, tack coat, questionable work day, etc., was one mile per day. The best day's production was 2.0 miles in a 10 hour shift.

Because of weather conditions during the course of the project, the prescribed full cure in three hours was seldom achieved. This necessitated closure of the lane for extended lengths of time, and in some cases the lane closure was effected and then slurry seal was not laid due to weather conditions which often change rather quickly on the coast. Because of the winding nature of the highway on which the work was done, in most cases a lead flagman was used to slow traffic prior to reaching the flagman at the lane closure, thus doubling hours.

It is with some measure of satisfaction that we point out that despite 200 hours of lane closure on a roadway with both high-speed log trucks and tourists, hills and blind curves, and under various weather conditions, not one instance of accident or near-accident occurred in the work area.

* * * * * *

| | | | | | |
|---|---|---|---|---|---|
| 6 | Pilot Car | Hour | 1,530.00 | 2,952.90 | +93% |

The justification for this overrun is the same as for Bid Item #5, as the two are interrelated.

* * * * * *

| | | | | | |
|---|---|---|---|---|---|
| 7 | Aggregates in Slurry Seal | Ton | 30,259.20 | 35,091.22 | +16% |

Based on box width pulls only, not including extra-width areas, the square yardage sealed was:

| No. | Item | Unit | Quantity | Quantity | %(+ or -) |
|---|---|---|---|---|---|

(Cont.)

7 Aggregates in Slurry Seal

| | | | |
|---|---|---|---|
| M.P. 4.8 - 10.2 | 26.0 Wide | = | 82,368 Square Yards |
| M.P. 10.2 - 13.0 | 25.0 Wide | = | 41,067 Square Yards |
| M.P. 13.0 - 16.5 | 24.0 Wide | = | 49,280 Square Yards |
| | | | 172,715 Square Yards |

Using this figure, the projected aggregate requirements calculate between 900 tons (@ 10#/sq. yd.) and 1350 tons (@ 15#/sq. yd.). The final aggregate pull calculates to be 12.25 which is midway in the specs. It is possible that the design figures for square yardage were in error.

* * * * * *

8 Emulsified Asphalt in Slurry Seal — Ton — 39,521.20 — 44,689.21 — +13%

Justification for this overrun is similar to Bid Item #7. The final asphalt percentage was 15.5 which is the exact midpoint of the broad band (11% - 20%).

* * * * * *

9 Emulsified Asphalt in Tack Coat — Ton — 4,915.08 — 863.42 — -82%

The tack coat was discontinued when cores indicated no advantage was gained through its use, and waiting for the tack to break before applying slurry seal increased flagging hours and reduced time available for laydown of slurry mixture.

* * * * * *

Engineering

The additional traffic control time is the primary cause of the engineering overrun. Much time on the job was waiting to see if work could proceed. (See Items #5-6)

* * * * * *

Extra Work Order #1

This was an unanticipated item. Water seeping from wet areas in the existing pavement flushed emulsion from the fresh slurry. This problem was determined to be beyond the control of the contractor. The order was prepared to attempt to patch these areas.

REPORT OF ACTION UNDER DELEGATED AUTHORITY BY

ASSISTANT STATE HIGHWAY ENGINEER

On behalf of the Commission and under authority delegated to me to accept contracts completed according to specifications, I accepted the following:

| Contractor and Contract No. | Section and County | Acceptance Date |
|---|---|---|
| R. A. Hatch Co.<br>No. 8987 | Silver Lake-Summer Lake<br>(M.P. 48.1 - M.P. 75.0)<br>Lake County | November 12, 1980 |
| A-1 Sandblasting & Steam Cleaning Co.<br>No. 9152 | Coast Fork Willamette River Br.<br>Lane County | November 13, 1980 |
| Elting, Inc.<br>No. 8709 | NE Marine Dr.-NE Failing St.<br>Multnomah County | November 13, 1980 |
| Interstate Slurry Seal, Inc.<br>No. 9170 | Castle Rock-Cedar Creek<br>(M.P. 4.8-M.P. 16.5)<br>Tillamook & Yamhill Counties | November 13, 1980 |
| Hertz Electric, Inc.<br>No. 8902 | Pendleton/John Day Hwy. @ SW 30th St. (Pendleton)<br>Umatilla County | November 13, 1980 |
| Grant County Redi-Mix<br>No. 9077 | Spray Rock Production<br>Wheeler & Grant Counties | November 18, 1980 |
| R. A. Hatch Co.<br>No. 9030 | Doherty Slide-Nevada State Line<br>Lake & Harney Counties | November 20, 1980 |
| Humbert Asphalting<br>No. 9092 | Paul Smith Rd.-S. Main St.<br>(Boardman)<br>Morrow County | November 21, 1980 |
| Rogers Construction, Inc.<br>No. 9160 | Boardman (N. Main St.)<br>Morrow County | November 24, 1980 |
| Hughes & Dodd Co.<br>No. 8991 | Buck Creek Road<br>Lake County | November 24, 1980 |
| Wildish Corvallis Construction Co.<br>No. 8976 | N. Albany, Santiam Hwy. & Lebanon Road Intchges.<br>Linn County | November 26, 1980 |

| Contractor and Contract No. | Section and County | Acceptance Date |
|---|---|---|
| Erosion Control, Inc. No. 9109 | Grayback Creek Section Josephine County | November 27, 1980 |
| S. D. Spencer & Son No. 8472 | S. Ashland Intchge.-Calif. State Line Jackson County | December 3, 1980 |
| Western Mixing Co., Inc. & N. Santiam Sand & Gravel Co., Inc. J.V. No. 8997 | Dodge Road-Estacada Clackamas County | December 4, 1980 |
| Roy E. Ladd, Inc. No. 9019 | Busway Rigid Frame (N. Banfield Intchge.) Multnomah County | December 4, 1980 |
| Ray E. Wells, Inc. No. 8917 | Kingwood St. (Florence) Lane County | December 4, 1980 |
| Hertz Electric, Inc. No. 9121 | Molalla Ave. @ Clairmont Way (Oregon City) Clackamas County | December 5, 1980 |
| Bracelin-Yeager Excav. & Trucking No. 9136 | Hemlock Ave.-8th Terrace (Coos Bay) Coos County | December 5, 1980 |
| Douglas S. Coats, Inc. No. 9112 | Willow Creek Bridge Morrow County | December 5, 1980 |
| D & D Paving Co. No. 9097 | Airport Rd. @ Salmon River Hwy. Yamhill County | December 5, 1980 |
| Douglas S. Coats,Inc. No. 9165 | Catherine Creek (Wilkinson Rd.) Br. Union County | December 5, 1980 |
| Horton Bros., Inc. No. 9172 | Rocky Point-M.P. 310.07 Curry County | December 5, 1980 |
| Eugene Sand & Gravel, Inc. No. 9192 | Coburg (Stuart Way) Lane County | December 8, 1980 |
| Douglas S. Coats,Inc. No. 9094 | Willow Creek (Glenn Rd.) Bridge Union County | December 9, 1980 |

December 10, 1980

For C. B. Jackmond

C. T. Keasey
Asst. State Highway Engineer

November 18, 1980

United Pacific Insurance Company
Fidelity & Surety Department
P. O. Box 1216
Tacoma, WA 98401

CON 5
#9170

Gentlemen:

On November 17, 1980, we wrote to you concerning release of final payment on Contract No. 9170 awarded to Interstate Slurry Seal, Inc. for work on the Castle Rock-Cedar Creek Section of the Three Rivers Highway in Tillamook and Yamhill Counties.

Final payment on this contract is $500.00 and the total contract amount is $112,492.46, including $2,409.03 for work performed under force account.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

dmc
cc: Interstate Slurry Seal, Inc.
P. O. Box 542
Springfield, OR 97477

bc: C. T. Keasey
Walt Hart
C. O. Fredrickson

FORM 81-734-3001

OREGON STATE HIGHWAY DIVISION

# FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

| | | |
|---|---|---|
| SECTION: Castle Rock- Cedar Creek ( M.P. 4.8- M.P. 16.5) | | WEEK ENDING: 9-27-80 |
| | | SECTION PREFIX: 29-4214 |
| HIGHWAY: Three Rivers | | COUNTY: Tillamook & Yamhill |
| NAME OF JOB: Castle Rock- Cedar Creek | KIND OF WORK: Slurry Seal | |
| CONTRACTOR: Interstate Slurry Seal, Inc. | CONTRACT NUMBER: 9170 | FEDERAL AID PROJECT NUMBER: State |
| DATE OF CONTRACT: July 24, 1980 | DATE WORK STARTED: | ESTIMATED COMPLETION DATE: September 25, 1980 |
| AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN ____ SUPERVISION ____ | SPECIFIED WORK DAYS: /work | WORK DAYS USED: |
| | SPECIFIED CALENDAR DAYS: 50 | CALENDAR DAYS USED: 47 |
| | SPECIFIED COMPLETION DATE: | PERCENT OF TIME ELAPSED: 94 |
| PROJECT AUTHORIZATION: $ 117,465.24 | | PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100 |
| EXCLUSIVE OF ENGINEERING: $ 108,150.82 | ENGINEERING AUTHORIZATION: $ 9,314.42 | |
| ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 121,206.17 | ENGINEERING COST TO DATE: $ 11,500.00 | PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 112 |
| ESTIMATED PERCENT OVERRUN ~~UNDERRUN~~: 3 % | PERCENT OF AUTHORIZATION: 23% | DATE PROJECT WAS COMPLETED: 9-22-80 |

## ESTIMATED PERCENT COMPLETE (ROADWORK)

| | CLEARING | DRAINAGE | GRADING | BASE | OIL AND/OR PAVE. | MAT'L. PROD | | |
|---|---|---|---|---|---|---|---|---|
| | | | | GRADING | SURFACING | MAINTENANCE MATERIALS | OIL & BITUMINOUS MACADAM | Slurry Seal PAVING |
| MILES IN PROJECT | | | | | | | | 11.7 |
| MILES PARTIALLY COMPLETED | | | | | | | | 0 |
| MILES COMPLETED | | | | | | | | 11.7 |
| TOTAL ESTIMATED QUANTITIES (CONTRACT) | | | | | | | 163 Tons | |
| TOTAL QUANTITIES CORRECTED TO DATE | | | | | | | 168 Tons | |
| ESTIMATED QUANTITIES MOVED OR PLACED TO DATE | | | | | | | 168 Tons | |
| AVERAGE DAILY QUANTITIES | | | | | | | | |
| AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME | | | | | | | 0 | 0 |
| NUMBER OF SHIFTS PER DAY | | | | | | | | |
| HOURS PER SHIFT | | | | | | | | |

EQUIPMENT USED DURING THE WEEK:

none

## ESTIMATED PERCENT COMPLETE (STRUCTURES)

| BRIDGE NO. | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| PERCENT | | | | | | | | |

| | WEATHER | WORK DAYS CHARGED | HOURS DELAY | CAUSE OF DELAY |
|---|---|---|---|---|
| SUNDAY | Project completed 9-22-80 | | | |
| MONDAY | | | | |
| TUESDAY | | | | |
| WEDNESDAY | | | | |
| THURSDAY | | | | |
| FRIDAY | | | | |
| SATURDAY | | | | |

RECEIVED
SEP 30 1980
CONSTRUCTION BRANCH

K. Berry, Richards, Williams, Berg, Johnson, Widmer, Glenn, Gebauer, Church

| GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK | |
|---|---|
| SUNDAY | |
| MONDAY | |
| TUESDAY | |
| WEDNESDAY | |
| THURSDAY | |
| FRIDAY | |
| SATURDAY | |

**REMARKS**

Project Completed 9-22-80

Working on Semi-final, submitted semi-final data 9-29-80 to Region 2.
This will be the final Engineer's Weekly.

SIGNED Don Thurston LOCATION Salem

Don Thurston Resident Engineer

PRIME RESIDENT SUBMIT 2 COPIES WHEN BRIDGES AND GRADING BOTH ARE INVOLVED SUBMIT 3 COPIES

SP*F216

FORM 81-734-3030

# OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

July 15, 1980

Salem, Oregon

FILE: 29-1125

NOTED
H. S. COULTER

FROM: Gerald Wimer
REGION CONSTRUCTION ENGINEER

TO: H. S. Coulter
STATE HIGHWAY ENGINEER

SUBJECT: Slurry Seal Contract
Castle Rock-Cedar Creek
Three Rivers Highway
Tillamook & Yamhill Counties

Phil Lewellyn of the Location Section inquired today about the major classification for preliminary design of the subject seal.

Originally Assistant State Highway Engineer C. T. Keasey authorized prefix 29-1125-240 by an Order for Force Work on previous contract 8960. His assistant Bryant Jackmond encouraged by-passing this order to save some contacting of the Transportation Commission. You agreed June 19 to go directly to a "Maintenance Contract."

Lewellyn determined from Maintenance Operations Engineer John W. Sheldrake he lacks Major Class 42 Special Maintenance funds. John suggests transferring Major Class 11 State Construction funds. Based on this suggestion, I authorized Lewellyn to proceed with Major Class 42 funds.

If you agree, please authorize transferring $112,000 of Major Class 11 (State Construction funds) to Major Class 42 (Special Maintenance funds).

APPROVED
STATE HIGHWAY ENGINEER
DATE: 7/17/80

GW/rgb
cc: C. T. Keasey
J. W. Sheldrake
Phil Lewellyn

RECEIVED
STATE HWY ENGR
JUL 16 '80
REFER TO
FOR

32

# ENVIRONMENTAL REVIEW CHECKLIST

ALL CLEAR 6/24/80
Kyle K Watson

July 17, 1980 Bid Letting _____ All Clear Deadline

SECTION Castle Rock - Cedar Creek
Highway Three Rivers
County Tillamook & Yamhill Region 2
Type of Work Seal Funds State-Maint.
State ___ Consultant ___ Plans Avail. ___Yes ___No

| | Not Required | Required | Mitigation Required | Mitigation/Plans | ALL CLEAR |
|---|---|---|---|---|---|
| **DOCUMENTS:** | | | | | |
| EIS | X | | | | |
| Negative Declaration | X | | | | |
| Project Assessment | X | | | | |
| Write-off Letter | X | | | | |
| **PERMITS:** | | | | | |
| Division of State Lands | | | | | |
| D.O.G.M.I. | | | | | |
| Corps of Engineers | | | | | |
| Coast Guard | | | | | |
| Co. Conditional Use | | | | | |
| NPS Air Pollution | | | | | |
| NPS Water Pollution | | | | | |
| **CULTURAL:** | | | | | |
| Cultural Survey | | | | | |
| Cultural Salvage | N | | | | |
| **NOISE:** | | | | | |
| Noise Study | | | | | |

1980 Forest Boundary-N. Powder 9171
River Sec. of the Haines-Anthony
Hwy. (Paving)

Smead
No. 2-152-5L

REPORT OF ACTION UNDER DELEGATED AUTHORITY BY

ASSISTANT STATE HIGHWAY ENGINEER

On behalf of the Commission and under authority delegated to me to accept contracts completed according to specifications, I accepted the following:

| Contractor and Contract No. | Section and County | Acceptance Date |
|---|---|---|
| Wildish Corvallis Construction Co. No. 9011 | Talbot Rd.-Santiam River (Jefferson) Marion County | October 9, 1980 |
| Willamette-Western Corp. No. 8998 | Haines Rd.-Molalla River (Canby) Clackamas County | October 13, 1980 |
| Western Bridge, Inc. No. 9126 | Ames Creek (Sweet Home) Linn County | October 15, 1980 |
| Peter Kiewit Sons' Co. No. 8959 | Lexington-Bombing Range Road & Lexington-Pieper Canyon Road Morrow County | October 17, 1980 |
| Fabricators, Inc. No. 9157 | Libby Drive-Tarheel Creek Coos County | October 17, 1980 |
| Hensel Phelps Const. Co. No. 8795 | UPRR 2nd St. O'Xing (LaGrande) Union County | October 23, 1980 |
| Hamilton Electric, Inc. No. 8940 | Halsey St. @ 223rd Ave. (Fairview) Multnomah County | October 23, 1980 |
| Hamilton Electric, Inc. No. 8837 | Pac. Hwy. W. @ McDonald St.(Tigard) Washington County | October 23, 1980 |
| Traffic Marking Spec. No. 9156 | Coquille & Myrtle Point Pavement Marking Coos County | October 24, 1980 |
| Hoberg Const., Inc. No. 9128 | N. Tigard Intchge.-SW Beef Bend Rd. (Tigard) Washington County | October 27, 1980 |
| Bracelin-Yeager Excav. & Trucking No. 9137 | Newmark Ave.-Ocean Blvd. (Coos Bay) Coos County | October 27, 1980 |
| Gervais Const. Co. No. 8817 | Silver Falls State Park Marion County | October 30, 1980 |
| C.W. McCallen Const. Co. No. 9124 | Ferguson Rd.-Tekampe Rd. Deschutes County | October 30, 1980 |
| Baker Redi-Mix, Inc. No. 9139 | UPRR X'ing-LaGrande/Baker Hwy. (Baker) Baker County | October 30, 1980 |

| Contractor and Contract No. | Section and County | Acceptance Date |
|---|---|---|
| Douglas S. Coats Const. No. 9071 | UPRR/Burnt River (Huntington) Br. Baker County | October 30, 1980 |
| Baker Redi-Mix, Inc. No. 9171 | Forest Boundary-North Powder River Baker County | October 30, 1980 |

November 10, 1980

C. T. Keasey
Asst. State Highway Engineer

November 6, 1980

Seaboard Surety Company
Seattle First National Bank Building
1001 4th Avenue
Seattle, WA 98154

CON 5
#9171

Gentlemen:

On November 4, 1980, we wrote to you concerning release of final payment on Contract No. 9171 awarded to Baker Redi-Mix, Inc., for paving on the Forest Boundary-North Powder River Section of the Haines-Anthony Highway in Baker County.

Final payment on this contract is $6,188.66 and the total contract amount is $118,446.31, including $1,280.77 for work performed under force account.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

dmc
cc: Baker Redi-Mix, Inc.
East "H" Street
Baker, OR 97814

bc: C. T. Keasey
Walt Hart
W. E. Schwartz

CONSTRUCTION NARRATIVE REPORT

Project: Forest Boundary-N. Powder River
Highway: Haines-Anthony
County: Baker
Contractor: Baker Redi-Mix, Inc.

Contract: 9171
Prefix: 101-1138
FA # STATE
Resident: Schlieski

This project consisted of a paving overlay of 1.9 miles of the Haines-Anthony Highway between M.P. 0.6 and 2.5.

**Drainage Work:** We installed an 18" CMP culvert at M.P. 1.0 to relieve an existing drainage problem. The existing cut-slopes and road ditches are generally decomposed granite and heavy rains tend to wash granite sand along the ditches, through culverts, etc. At this particular location there was a history of drainage crossing the highway at a sharp curve - depositing sand and debris on the pavement. The ditches were cleaned and the culvert installed on EWO #1.

**Leveling Course:** Patching and leveling of the existing pavement was accomplished with a blade and the use of a fine AC mix.

**Class "B" Asphalt:** The pavement thickness varies from a minimum of 2" to about 3" - we used all the tonnage that was available.

**Temporary Protection & Direction of Traffic:** The planned temporary protection and direction of traffic worked well considering the contractor and the particular stretch of highway.

Joseph A. Schlieski
Joseph A. Schlieski
Resident Engineer

STATEMENT OF OVERRUNS AND UNDERRUNS

Project: Forest Boundary-N. Powder River
Highway: Haines-Anthony
County: Baker
Contractor: Baker Redi-Mix, Inc.

Contract No. 9171
Prefix: 101-1138
FA No: STATE
Resident: Schlieski

| Item No. | Item | Unit | Original | Semi-final | - + % |
|---|---|---|---|---|---|
| | Bid Items | $ | 121,700.00 | 120,099.75 | - 1 |
| | Anticipated Items | $ | 8,500.00 | 2,176.43 | - 74 |
| | Contingencies | $ | 5,859.00 | 0 | - 100 |
| | Engineering | $ | 11,718.00 | 11,718.00 | 0 |
| | Non-spec AC Penalty | $ | | - 3,281.98 | |
| | Total | $ | 147,777.00 | 130,712.20 | - 12 |

All substantial changes were evaluated and only those listed below meaningfully affected the total project cost:

Report # 3 Final

FORM 81-734-3001

OREGON STATE HIGHWAY DIVISION

# FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

| | | |
|---|---|---|
| SECTION: Forest Boundary - N. Powder River | | WEEK ENDING: September 26, 1980 |
| | | SECTION PREFIX: 101-1138 |
| HIGHWAY: Haines - Anthony | | COUNTY: Baker |
| NAME OF JOB: Forest Boundary - N. Powder River | KIND OF WORK: Paving | |
| CONTRACTOR: Baker Redi-Mix, Inc. | CONTRACT NUMBER: 9171 | FEDERAL AID PROJECT NUMBER: STATE |
| DATE OF CONTRACT: August 19, 1980 | DATE WORK STARTED: September 9, 1980 | ESTIMATED COMPLETION DATE: September 80 |
| AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 0 SUPERVISION: 0 | SPECIFIED WORK DAYS: SPECIFIED CALENDAR DAYS: 50 | WORK DAYS USED: CALENDAR DAYS USED: 19 |
| PROJECT AUTHORIZATION: $147,777.00 | SPECIFIED COMPLETION DATE: | PERCENT OF TIME ELAPSED: 38 |
| EXCLUSIVE OF ENGINEERING: $136,059.00 | ENGINEERING AUTHORIZATION: $11,718.00 | PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100 |
| ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $136,059.00 | ENGINEERING COST TO DATE: $5,312.00 | PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 95 |
| ESTIMATED PERCENT: OVERRUN / UNDERRUN: 0 % | This week: $1000 PERCENT OF AUTHORIZATION: 45 % | DATE PROJECT WAS COMPLETED: September 20, 1980 |

ESTIMATED PERCENT COMPLETE (ROADWORK)

| CLEARING | DRAINAGE | GRADING | BASE | OIL AND/OR PAVE. | MAT'L. PROD |
|---|---|---|---|---|---|
| | | | | 100 | |

| | GRADING | SURFACING | MAINTENANCE MATERIALS | OIL & BITUMINOUS MACADAM | PAVING |
|---|---|---|---|---|---|
| MILES IN PROJECT | | | | | 1.9 |
| MILES PARTIALLY COMPLETED | | | | | |
| MILES COMPLETED | | | | | 1.9 |
| TOTAL ESTIMATED QUANTITIES (CONTRACT) | | | | | 3,700 |
| TOTAL QUANTITIES CORRECTED TO DATE | | | | | 3,646 |
| ESTIMATED QUANTITIES MOVED OR PLACED TO DATE | | | | | 3,646 |
| AVERAGE DAILY QUANTITIES | | | | | |
| AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME | | | | | |
| NUMBER OF SHIFTS PER DAY | | | | | 0 |
| HOURS PER SHIFT | | | | | 0 |

EQUIPMENT USED DURING THE WEEK:

None

ESTIMATED PERCENT COMPLETE (STRUCTURES)

| BRIDGE NO. | | | | | | | |
|---|---|---|---|---|---|---|---|
| PERCENT | | | | | | | |

| | WEATHER | WORK DAYS CHARGED | HOURS DELAY | CAUSE OF DELAY |
|---|---|---|---|---|
| SUNDAY 21 | | 0 | | |
| MONDAY 22 | | 0 | | |
| TUESDAY 23 | | 0 | | |
| WEDNESDAY 24 | | 0 | | |
| THURSDAY 25 | | 0 | | |
| FRIDAY 26 | | 0 | | |
| SATURDAY 20 | | 1 | | Completion Day |

RECEIVED
SEP 29 1980
CONSTRUCTION BRANCH

Richards
Berg
Inlows
Widmer
Gebauer
Church

| GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK | |
|---|---|
| SUNDAY 21 | No activity all week. |
| MONDAY 22 | " |
| 23 TUESDAY | " |
| 24 WEDNESDAY | " |
| 25 THURSDAY | " |
| 26 FRIDAY | " |
| 20 SATURDAY | Completed placing aggregate shoulder material. |

**REMARKS**

Status: Project completed.

Semi-final records will be submitted approximately 10/6/80.

SIGNED Joseph A. Schlieski LOCATION La Grande

PRIME RESIDENT SUBMIT 2 COPIES WHEN BRIDGES AND GRADING BOTH ARE INVOLVED SUBMIT 3 COPIES

SP*F216

9-N

Form 81-734-3208

OREGON STATE HIGHWAY DIVISION

# Order for Extra Work

TO BE PERFORMED ON FORCE ACCOUNT BASIS

Project Name: Forest Boundary - North Powder River Section — Date: August 22, 1980

Highway: Haines - Anthony Highway — Contract No.: 9171

County: Baker — Prefix: 101-1138-~~000~~

Contractor: Baker Redi-Mix, Inc. — F. A. Project No.: STATE

Address: P.O. Box 825; Baker, Oregon 97814 — Order No.: 1

The following work is hereby classified as "Extra Work", to be performed and paid for in accordance with the terms of contract.

Description of work to be done:

Furnish and install 18" culvert pipe and clean inlet ditch.

Location by station numbers:

As directed.

Estimate of quantities and cost:

70 linear feet of 18" culvert

Labor - - - - - - - - - - - $1,200
Materials - - - - - - - - - $ 600
Equipment - - - - - - - - - $ 600

Total estimated cost - - $2,400

Explanation: (Explain here the conditions which cause this work to be classed as "extra work")

Some additional drainage work was anticipated during the location of this project, however there was not sufficient time to properly develop the plans, etc. We'd originally anticipated that State Forces would do the work. All materials to be commercial quality or better - as approved by the engineer.

**INSTRUCTIONS** A single order should not cover more than one class of work or more than one extra work job.

Submit five copies of the order to Salem. After final approval of the order the Salem office will send one copy to the contractor, one to the Regional Engineer and one to the Resident Engineer.

| | | |
|---|---|---|
| Project authorization | $ 147,777.00 | Space to right of this line is for use of Salem Office |
| Present estimate of project costs, including $2,400.00 for work under this order | $ 147,777.00 | |
| Expected under-run / over-run amount | $ - | |
| Expected under-run / over-run per cent | - | |

Submitted by: Joseph A. Schlieski — Resident Engineer

Approval Recommended: ..... For ..... Construction Engineer or Bridge Engineer

Approval Recommended. ..... Regional Engineer

Approved ..... Construction Engineer

9-2-80 DS.

1980 Rocky Point-MP 310.07 Sec. 9172
of the Oregon Coast Hwy.
(Bikeway)

Smead
No. 2-152-5L

December 18, 1980

Safeco Insurance Company of America
1500 S.W. First Avenue
Portland, OR 97201

CON 5
#9172

Gentlemen:

On December 11, 1980, we wrote to you concerning release of final payment on Contract No. 9172 awarded to Horton Bros., Inc., for a bikeway on the Rocky Point-M.P. 310.07 Section of the Oregon Coast Highway in Curry County.

Final payment on this contract is $4,020.00 and the total contract amount is $184,968.88. No work was performed under force account.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

dmc

cc: Horton Bros., Inc.
P. O. Box H
Brookings, OR 97415

Safeco Insurance Company of America
200 Market Street, Suite 350
Portland, OR 97201

bc: C. T. Keasey
Walt Hart
Alfred Shirley

REPORT OF ACTION UNDER DELEGATED AUTHORITY BY

ASSISTANT STATE HIGHWAY ENGINEER

On behalf of the Commission and under authority delegated to me to accept contracts completed according to specifications, I accepted the following:

| Contractor and Contract No. | Section and County | Acceptance Date |
|---|---|---|
| R. A. Hatch Co.<br>No. 8987 | Silver Lake-Summer Lake<br>(M.P. 48.1 - M.P. 75.0)<br>Lake County | November 12, 1980 |
| A-1 Sandblasting & Steam Cleaning Co.<br>No. 9152 | Coast Fork Willamette River Br.<br>Lane County | November 13, 1980 |
| Elting, Inc.<br>No. 8709 | NE Marine Dr.-NE Failing St.<br>Multnomah County | November 13, 1980 |
| Interstate Slurry Seal, Inc.<br>No. 9170 | Castle Rock-Cedar Creek<br>(M.P. 4.8-M.P. 16.5)<br>Tillamook & Yamhill Counties | November 13, 1980 |
| Hertz Electric, Inc.<br>No. 8902 | Pendleton/John Day Hwy. @ SW 30th St. (Pendleton)<br>Umatilla County | November 13, 1980 |
| Grant County Redi-Mix<br>No. 9077 | Spray Rock Production<br>Wheeler & Grant Counties | November 18, 1980 |
| R. A. Hatch Co.<br>No. 9030 | Doherty Slide-Nevada State Line<br>Lake & Harney Counties | November 20, 1980 |
| Humbert Asphalting<br>No. 9092 | Paul Smith Rd.-S. Main St.<br>(Boardman)<br>Morrow County | November 21, 1980 |
| Rogers Construction, Inc.<br>No. 9160 | Boardman (N. Main St.)<br>Morrow County | November 24, 1980 |
| Hughes & Dodd Co.<br>No. 8991 | Buck Creek Road<br>Lake County | November 24, 1980 |
| Wildish Corvallis Construction Co.<br>No. 8976 | N. Albany, Santiam Hwy. & Lebanon Road Intchges.<br>Linn County | November 26, 1980 |

| Contractor and Contract No. | Section and County | Acceptance Date |
|---|---|---|
| Erosion Control, Inc. No. 9109 | Grayback Creek Section Josephine County | November 27, 1980 |
| S. D. Spencer & Son No. 8472 | S. Ashland Intchge.-Calif. State Line Jackson County | December 3, 1980 |
| Western Mixing Co., Inc. & N. Santiam Sand & Gravel Co., Inc. J.V. No. 8997 | Dodge Road-Estacada Clackamas County | December 4, 1980 |
| Roy E. Ladd, Inc. No. 9019 | Busway Rigid Frame (N. Banfield Intchge.) Multnomah County | December 4, 1980 |
| Ray E. Wells, Inc. No. 8917 | Kingwood St. (Florence) Lane County | December 4, 1980 |
| Hertz Electric, Inc. No. 9121 | Molalla Ave. @ Clairmont Way (Oregon City) Clackamas County | December 5, 1980 |
| Bracelin-Yeager Excav. & Trucking No. 9136 | Hemlock Ave.-8th Terrace (Coos Bay) Coos County | December 5, 1980 |
| Douglas S. Coats, Inc. No. 9112 | Willow Creek Bridge Morrow County | December 5, 1980 |
| D & D Paving Co. No. 9097 | Airport Rd. @ Salmon River Hwy. Yamhill County | December 5, 1980 |
| Douglas S. Coats,Inc. No. 9165 | Catherine Creek (Wilkinson Rd.) Br. Union County | December 5, 1980 |
| Horton Bros., Inc. No. 9172 | Rocky Point-M.P. 310.07 Curry County | December 5, 1980 |
| Eugene Sand & Gravel, Inc. No. 9192 | Coburg (Stuart Way) Lane County | December 8, 1980 |
| Douglas S. Coats,Inc. No. 9094 | Willow Creek (Glenn Rd.) Bridge Union County | December 9, 1980 |

December 10, 1980

For C. T. Keasey
Asst. State Highway Engineer

NARRATIVE REPORT

ROCKY POINT - M. P. 310.07
OREGON COAST HIGHWAY
CURRY COUNTY

CONTRACT NO. 9172
PREFIX NO. 808-1115
OCTOBER 29, 1980

Horton Bros., Inc. began work on this Project on September 2, 1980 and completed the Project on October 23, 1980, using 52 of the 60 Calendar Days allowed under the Contract.

The Contractor had to use Mechanical Whackers for Compaction on the Aggregate Shoulder Material and the Base Lift of Class "B" A.C. along the Guard Rail Sections due to the narrow width of the proposed Bikepath. A Steel Wheeled Roller was used on the Top Lift of the Class "B" A.C. and on the Shoulder Material in the Areas where there was not any Guard Rail along the Shoulder.

For the General Excavation, the Contractor Fabricated Special Plates (that bolted to the Blade) that would notch out either 4-inches in depth or 6-inches in depth. We used the 6-inch Plate in the Areas in which we had to place Aggregate Shoulder Material under the A.C. and the 4-inch Plate in the Areas in which we found the Existing Shoulder Material to be suitable.

We had a problem with some of the Aggregate Shoulder Material being out of Specification. We had the Contractor remove this Non-Spec Material and replace it with Material meeting our Specifications.

It is the opinion of the majority of those involved with the Project that the State should have Specified Class "C" A.C., INSTEAD of Class "B" A.C.

On future Projects of this nature, I recommend that we do Specify Class "C" A.C. Mix for Bike Paths, for the simple reason it is very difficult to get a good Feathered Joint with a Class "B" Mix.

F. D. Morrison, Res. Engr.
P. O. Box 716
Coquille, Oregon 97423

FORM 734-3001

# FIELD ENGINEER'S WEEKLY REPORT

OREGON STATE HIGHWAY DIVISION

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

| | | |
|---|---|---|
| SECTION: Rocky Point - 310.07 | | WEEK ENDING: November 8, 1980 |
| | | SECTION PREFIX: 808-1115 |
| HIGHWAY: Oregon Coast | | COUNTY: Curry |
| NAME OF JOB: Rocky Point - M.P. 310.07 | KIND OF WORK: Bikeway | |
| CONTRACTOR: Horton Bros., Inc | CONTRACT NUMBER: 9172 | FEDERAL AID PROJECT NUMBER: State |
| DATE OF CONTRACT: August 19, 1980 | DATE WORK STARTED: November 2, 1980 | ESTIMATED COMPLETION DATE: October 23, 1980 |
| AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN 0 SUPERVISION: 0 | SPECIFIED WORK DAYS | WORK DAYS USED |
| | SPECIFIED CALENDAR DAYS 60 | CALENDAR DAYS USED 52 |
| PROJECT AUTHORIZATION: $228,205.37 | SPECIFIED COMPLETION DATE | PERCENT OF TIME ELAPSED: 87 |
| EXCLUSIVE OF ENGINEERING: $210,109.79 | ENGINEERING AUTHORIZATION $18,095.57 | PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100 |
| ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $193,948.88 | This Wk. 891.57 | PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 91 |
| | ENGINEERING COST TO DATE $12,500.00 | |
| ESTIMATED PERCENT OVERRUN / UNDERRUN: - 7.7 % | PERCENT OF AUTHORIZATION: 69 % | DATE PROJECT WAS COMPLETED: October 23, 1980 |

## ESTIMATED PERCENT COMPLETE (ROADWORK)

| CLEARING | DRAINAGE | GRADING | BASE | OIL AND/OR PAVE. | MAT'L PROD | | |
|---|---|---|---|---|---|---|---|
| | | | 100 | 100 | | | |

| | GRADING | SURFACING | MAINTENANCE MATERIALS | OIL & BITUMINOUS MACADAM | PAVING |
|---|---|---|---|---|---|
| MILES IN PROJECT | | | | | |
| MILES PARTIALLY COMPLETED | | | | | |
| MILES COMPLETED | | | | | |
| TOTAL ESTIMATED QUANTITIES (CONTRACT) | | | | | |
| TOTAL QUANTITIES CORRECTED TO DATE | | | | | |
| ESTIMATED QUANTITIES MOVED OR PLACED TO DATE | | | | | |
| AVERAGE DAILY QUANTITIES | | | | | |
| AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME | | | | | |
| NUMBER OF SHIFTS PER DAY | | | | | |
| HOURS PER SHIFT | | | | | |

EQUIPMENT USED DURING THE WEEK

None

## ESTIMATED PERCENT COMPLETE (STRUCTURES)

| BRIDGE NO. | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| PERCENT | | | | | | | | |

| | WEATHER | WORK DAYS CHARGED | HOURS DELAY | CAUSE OF DELAY |
|---|---|---|---|---|
| SUNDAY 2 | Fair | 0 | | |
| MONDAY 3 | " | 0 | | |
| TUESDAY 4 | " | 1 | | |
| WEDNESDAY 5 | " | 1 | | |
| THURSDAY 6 | Rain | 0 | | |
| FRIDAY 7 | Showers | 0 | | |
| SATURDAY 8 | | 0 | | |

RECEIVED
NOV 10 1980
CONSTRUCTION BRANCH

Keesey, Jackmond, Hopkins, Williams, Johnsen, Glenn, Richards, Berg, Inloes, Widmer, Gebauer, Church

## GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

| | |
|---|---|
| SUNDAY 2 | No work. |
| 3 MONDAY | No work this week except State maintenance crew on S.F.O. for guardrail. |
| 4 TUESDAY | |
| 5 WEDNESDAY | |
| 6 THURSDAY | |
| 7 FRIDAY | |
| 8 SATURDAY | |

## REMARKS

Fix on project on Monday - made final inspection.

Semi-final sent to Region 6 Office on Tuesday, Nov. 4th.

This is the final report.

W. D. Morris

SIGNED _____ LOCATION Coquille

PRIME RESIDENT SUBMIT 2 COPIES WHEN BRIDGES AND GRADING BOTH ARE INVOLVED SUBMIT 3 COPIES

SP-F216

FORM 81.734.3030

# OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Coquille, Oregon

September 25, 1980

FILE:

FROM: F. D. Morrison, Res. Engr.

SUBJECT: Underruns on Bikepath Projects
Contracts Nos. 9172 & 9173

TO: James Gix, Region Const. Engr.

As per your request, I am sending in an estimated underrun on the two bikepath projects.

Contract No. 9172 is Rocky Point - M.P. 310.07, which is about halfway completed. I estimate that we will underrun the entire contract costs by approximately $55,000.00.

Contract No. 9173 is Reedsport - Clear Lake, which is about 95% complete. I estimate that we will underrun the entire contract costs by about $29,000.00.

This is the best estimate that I can give you as of this date.

cc: Don Shaffer

RECEIVED
TECHNICAL SERVICES
SEP 29 '80
REFER TO
FOR
Info
Invest
R/D
Bridge
Geo
Other
Mtce

STATE OF OREGON
HIGHWAY DIVISION - ODOT

INTEROFFICE MEMO

TO: FILE

DATE: August 12, 1980

FROM: H. S. Coulter
State Highway Engineer

SUBJECT: Footpaths and Bicycle Trails
August 14, 1980 Bid Letting

This is an informational report to document the Highway Division's action taken with regard to establishing footpaths and bicycle trails as set forth in ORS 366.514. Bids will be opened August 14, 1980 on the following projects:

1. Forest Boundary-North Powder River
   Haines-Anthony Highway
   Baker County
   Paving

   Overlay. Roadway width is twenty feet with no shoulders.

   Footpaths and bicycle trails will not be established under this project as per ORS Chapter 366, Section 2, subsection 2(b), which states, "footpaths and trails are not required to be established...if the cost of establishing such paths and trails would be excessively disproportionate to the need or probable use".

2. Rocky Point-M.P. 310.07
   Oregon Coast Highway
   Curry County
   Paving

   Bikeway project. Southbound shoulders to be widened four feet nominally to allow striping and signing of a six-foot shoulder bikeway.

3. Reedsport-Clear Lake
   Oregon Coast Highway
   Douglas County
   Paving

   Bikeway project. Same as No. 2.

4. Heppner Rock Production
   Wasco-Heppner Highway
   Morrow County
   Aggregate Crushing

   Footpaths or bicycle trails are not incorporated in this project as no new highway construction, reconstruction or relocation is involved.

125-1387

5. Falls City (N. Main Street)
City Street
Polk County
Paving

Twenty-four-foot roadway with no shoulders. Same as No. 1.

6. Sunset Hills Memorial Park (Cemetery) Access
Sunset Highway
Washington County
Grading, Paving and Structure

Half interchange with standard ramps and 26-foot roadway on structure. Same as No. 1.

7. Coos Bay-Roseburg Highway at Second Street (Coquille)
Coos County
Traffic Signals

Same as No. 4.

8. North 11th Street-Wyeth Street (St. Helens)
West Street and North 16th Street
Columbia County
Grading and Paving

Twenty-two to 24-foot roadway with six- to eight-foot shoulders and some existing sidewalk. Parking will be restricted to one side only.

Footpaths and bicycle trails will not be established under this project as per ORS Chapter 366, Section 2, subsection 2(c), which states, "footpaths and trails are not required to be established...where sparsity of population, other available ways or other factors indicate an absence of any need for such paths and trails".

cc E. S. Hunter
D. G. Talbot
L. E. George
F. E. Terpin
George Bell
Don Harwell

9

# ENVIRONMENTAL REVIEW CHECKLIST

ALL CLEAR 7/22/80
Donald L. Root

August 14, 1980 Bid Letting _____ All Clear Deadline

SECTION ~~Bandon~~ Rock Point MP 310.07
Highway Oregon Coast
County Coos Region 3
Type of Work Bikeway Funds State
State ___ Consultant ___ Plans Avail. ___ Yes ___ No

| | Not Required | Required | Mitigation Required | Mitigation/Plans | ALL CLEAR |
|---|---|---|---|---|---|
| **DOCUMENTS:** | | | | | |
| EIS | X | | | | |
| Negative Declaration | X | | | | |
| Project Assessment | X | | | | |
| Write-off Letter | X | | | | |
| **PERMITS:** | | | | | |
| Division of State Lands | | X | | | |
| D.O.G.M.I. | | X | | | |
| Corps of Engineers | | X | | | |
| Coast Guard | | X | | | |
| Co. Conditional Use | | X | | | |
| NPS Air Pollution | | X | | | |
| NPS Water Pollution | | X | | | |
| **CULTURAL:** | | | | | |
| Cultural Survey | | X | | | |
| Cultural Salvage | X | | | | |
| **NOISE:** | | | | | |
| Noise Study | X | | | | |

N/A No Fed Funds

1980 Reedsport-Clear Lake Sec. 9173
of the Ore. Coast Hwy. near
Reedsport. (Bikeway)

Smead
No. 2-152-5L
...NGS, MN - LOS ANGE...
...ON McGREGOR, ...

9173

February 26, 1981

Employers Insurance of Wausau
200 Market Street
Suite 350
Portland, OR 97201

CON 5
#9173

Gentlemen:

On January 19, 1981, we wrote to you concerning release of final payment on Contract No. 9173 awarded to Ray Wells, Inc. for a bikeway on the Reedsport-Clear Lake Section of the Oregon Coast Highway in Douglas County.

Final payment on this contract is $1,850 and the total contract amount is $73,913.79. No work was performed under force account.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

jas
cc: Ray Wells, Inc.
Hwy. 101 N.
Florence, OR 97439

Employers Insurance of Wausau
2000 Westwood Drive
Wausau, WI 54401

bc: C. T. Keasey
Walt Hart
A. Shirley

File

REPORT OF ACTION UNDER DELEGATED AUTHORITY BY

ASSISTANT STATE HIGHWAY ENGINEER

On behalf of the Commission and under authority delegated to me to accept contracts completed according to specifications, I accepted the following:

| Contractor and Contract No. | Section & County | Acceptance Date |
|---|---|---|
| C.C. Meisel Co.,Inc. No. 9196 | Willamina (W. Main St.) Yamhill County | January 16, 1981 |
| Ray Wells, Inc. No. 9173 | Reedsport-Clear Lake Douglas County | January 16, 1981 |
| Columbia Excavating,Inc. No. 9087 | Mult. County Maint. & Operations Facility Multnomah County | January 16, 1981 |
| R. L. Coats No. 8904 | Glenwood Dr.-S.C.L.(Bend) Deschutes County | January 27, 1981 |
| Hamilton Const. Co. No. 9001 | N & S Fork Coyote Cr. (Gillespie Corners) Bridges Lane County | January 30, 1981 |
| Oregon Asphaltic Paving Co. No. 8819 | SE Duke St.-SE Clatsop St. Multnomah County | February 4, 1981 |
| L. W. Hembree Co. No. 9123 | Tualatin Valley Hwy. @ Shute Center Washington County | February 5, 1981 |
| Aubrey Mountain Construction Co. No. 9127 | U.S. Feed Canal (Echo) Br. Umatilla County | February 5, 1981 |
| Hensel Phelps Const. Co. No. 8818 | Columbia Blvd. (UPRR U'Xings) Multnomah County | February 6, 1981 |

February 6, 1981

C. T. Keasey
Asst. State Highway Engineer

ROAD DESIGN SECTION DES 16-1

December 2, 1980

Frank Morrison
Resident Engineer

Fred Eriksen
Fred Eriksen
Design Engineer Supervisor

Reedsport-Clear Lake Section
and Rocky Point-M.P. 310.07
Oregon Coast Highway
Douglas and Curry Counties

Temporary signing underrun on both projects apparently resulted from the contractors using a sensible approach, rather than going to the worst case which is what our estimate allowed for.

The 15% underrun on aggregate shoulder material on the Rocky Point-M.P. 310.07 project resulted from good common sense engineering by the field crew in not removing existing shoulder material that was adequate. We again had allowed for worst case due to minimal time available for location and design work. Use of 1 1/2"-0 aggregate base material and 3/4"-0 aggregate shoulder material instead of the specified 1 1/2"-0 aggregate shoulder material was considered during the design process but rejected as probably not being advantageous enough to justify the extra bid item and attendant accounting.

The anticipated item for adjustment of guardrail on the Rocky Point-M.P. 310.07 project was apparently expanded to cover replacement of rail that didn't meet our current specifications. Guardrail replacement was considered during the design stage of the project but the appropriateness of using bikeway funds for it was questioned.

The need for perforated drain pipe on the Reedsport-Clear Lake project was not noted during "location" phase but we were concentrating on the bikeway and not concerned with draining existing soft spots under the pavement.

The change to Class "C" A.C. on the Reedsport-Clear Lake project undoubtedly resulted in better feathering although we had not anticipated the need for much feathering. In retrospect, it appears we should have considered a sawed cut at the existing fog line and removing the 2-foot width of existing A.C. on shoulder. This would have resulted in a neater joint and put it in the proper lateral position.

The considerable underrun on asphalt concrete is interesting in that there seemed to be few areas where the existing A.C. shoulder

exceeded the "2-foot Normal" shown. If plan thickness was held and a "great deal of feathering" done as indicated, there should not have been a 45% underrun.

FE:ja

cc Alfred Shirley

FORM 734-3001

# FIELD ENGINEER'S WEEKLY REPORT

OREGON STATE HIGHWAY DIVISION

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

| | | |
|---|---|---|
| SECTION: Reedsport - Clear Lake | | WEEK ENDING: Novemeber 1, 1980 |
| | | SECTION PREFIX: 810-1156 |
| HIGHWAY: Oregon Coast | | COUNTY: Douglas |
| NAME OF JOB: Reedsport - Clear Lake | KIND OF WORK: Bikeway | |
| CONTRACTOR: Ray Wells, Inc. | CONTRACT NUMBER: 9173 | FEDERAL AID PROJECT NUMBER: State |
| DATE OF CONTRACT: August 19, 1980 | DATE WORK STARTED: September 11, 1980 | ESTIMATED COMPLETION DATE: October 13, 1980 |
| AVERAGE FORCE ON PROJECT FOR THE WEEK<br>MEN 0 SUPERVISION: 0 | SPECIFIED WORK DAYS | WORK DAYS USED |
| | SPECIFIED CALENDAR DAYS 45 | CALENDAR DAYS USED 42 |
| | SPECIFIED COMPLETION DATE | PERCENT OF TIME ELAPSED: 93 |
| PROJECT AUTHORIZATION: $110,529.14 | | PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100 |
| EXCLUSIVE OF ENGINEERING: $100,875.94 | ENGINEERING AUTHORIZATION $9,653.20 | |
| ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $76,513.79 | This Week 162.64<br>ENGINEERING COST TO DATE $7,281.11 | PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 78 |
| ESTIMATED PERCENT OVERRUN UNDERRUN: -24 % | PERCENT OF AUTHORIZATION 75 % | DATE PROJECT WAS COMPLETED: October 13, 1980 |

ESTIMATED PERCENT COMPLETE (ROADWORK)

| CLEARING | DRAINAGE | GRADING | BASE | OIL AND/OR PAVE. | MAT'L PROD | | |
|---|---|---|---|---|---|---|---|
| | | 100 | 100 | 100 | | | |

| | GRADING | SURFACING | MAINTENANCE MATERIALS | OIL & BITUMINOUS MACADAM | PAVING |
|---|---|---|---|---|---|
| MILES IN PROJECT | | | | | |
| MILES PARTIALLY COMPLETED | | | | | |
| MILES COMPLETED | | | | | |
| TOTAL ESTIMATED QUANTITIES (CONTRACT) | | | | | |
| TOTAL QUANTITIES CORRECTED TO DATE | | | | | |
| ESTIMATED QUANTITIES MOVED OR PLACED TO DATE | | | | | |
| AVERAGE DAILY QUANTITIES | | | | | |
| AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME | | | | | |
| NUMBER OF SHIFTS PER DAY | | | | | |
| HOURS PER SHIFT | | | | | |

EQUIPMENT USED DURING THE WEEK: None

ESTIMATED PERCENT COMPLETE (STRUCTURES)

| BRIDGE NO | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| PERCENT | | | | | | | | |

| | | WEATHER | WORK DAYS CHARGED | HOURS DELAY | CAUSE OF DELAY |
|---|---|---|---|---|---|
| SUNDAY | 26 | Rain | 0 | | |
| MONDAY | 27 | Fair | 0 | | |
| TUESDAY | 28 | Fair | 0 | | |
| WEDNESDAY | 29 | Fair | 0 | | |
| THURSDAY | 30 | Fair | 0 | | |
| FRIDAY | 31 | Cloudy | 0 | | |
| SATURDAY | 1 | | 0 | | |

RECEIVED
NOV 3 1980
CONSTRUCTION
BRANCH

| GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK | |
|---|---|
| SUNDAY 26 | |
| MONDAY 27 | |
| TUESDAY 28 | |
| WEDNESDAY 29 | |
| THURSDAY 30 | We received the Payrolls and Wage Certifications today. |
| FRIDAY 31 | The Project was completed October 13, 1980 and we are submitting the Semi-Final Estimate to Region today. |
| SATURDAY 1 | |

REMARKS

The Semi-Final Estimate is being submitted to the Region Office on Friday, October 31, 1980. This is the Final Weekly Report on the Project.

SIGNED H. D. Morrison LOCATION Coquille

Res. Engr.

PRIME RESIDENT SUBMIT 2 COPIES WHEN BRIDGES AND GRADING BOTH ARE INVOLVED SUBMIT 3 COPIES

SP*F216

FORM 81-734-3030

# OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Coquille, Oregon

September 25, 1980

FILE:

FROM: F. D. Morrison, Res. Engr.

SUBJECT: Underruns on Bikepath Projects
Contracts Nos. 9172 & 9173

TO: James Gix, Region Const. Engr.

As per your request, I am sending in an estimated underrun on the two bikepath projects.

Contract No. 9172 is Rocky Point - M.P. 310.07, which is about halfway completed. I estimate that we will underrun the entire contract costs by approximately $55,000.00.

Contract No. 9173 is Reedsport - Clear Lake, which is about 95% complete. I estimate that we will underrun the entire contract costs by about $29,000.00.

This is the best estimate that I can give you as of this date.

cc: Don Shaffer

RECEIVED
TECHNICAL SERVICES
SEP 29 1980
REFER TO
FOR
INFO | APPR | R/W | C | F | D | E

STATE OF OREGON
HIGHWAY DIVISION - ODOT

INTEROFFICE MEMO

TO: FILE

DATE: August 12, 1980

FROM: H. S. Coulter
State Highway Engineer

SUBJECT: Footpaths and Bicycle Trails
August 14, 1980 Bid Letting

This is an informational report to document the Highway Division's action taken with regard to establishing footpaths and bicycle trails as set forth in ORS 366.514. Bids will be opened August 14, 1980 on the following projects:

1. Forest Boundary-North Powder River
   Haines-Anthony Highway
   Baker County
   Paving

   Overlay. Roadway width is twenty feet with no shoulders.

   Footpaths and bicycle trails will not be established under this project as per ORS Chapter 366, Section 2, subsection 2(b), which states, "footpaths and trails are not required to be established...if the cost of establishing such paths and trails would be excessively disproportionate to the need or probable use".

2. Rocky Point-M.P. 310.07
   Oregon Coast Highway
   Curry County
   Paving

   Bikeway project. Southbound shoulders to be widened four feet nominally to allow striping and signing of a six-foot shoulder bikeway.

3. Reedsport-Clear Lake
   Oregon Coast Highway
   Douglas County
   Paving

   Bikeway project. Same as No. 2.

4. Heppner Rock Production
   Wasco-Heppner Highway
   Morrow County
   Aggregate Crushing

   Footpaths or bicycle trails are not incorporated in this project as no new highway construction, reconstruction or relocation is involved.

125-1387

5. Falls City (N. Main Street)
   City Street
   Polk County
   Paving

   Twenty-four-foot roadway with no shoulders. Same as No. 1.

6. Sunset Hills Memorial Park (Cemetery) Access
   Sunset Highway
   Washington County
   Grading, Paving and Structure

   Half interchange with standard ramps and 26-foot roadway on structure. Same as No. 1.

7. Coos Bay-Roseburg Highway at Second Street (Coquille)
   Coos County
   Traffic Signals

   Same as No. 4.

8. North 11th Street-Wyeth Street (St. Helens)
   West Street and North 16th Street
   Columbia County
   Grading and Paving

   Twenty-two to 24-foot roadway with six- to eight-foot shoulders and some existing sidewalk. Parking will be restricted to one side only.

   Footpaths and bicycle trails will not be established under this project as per ORS Chapter 366, Section 2, subsection 2(c), which states, "footpaths and trails are not required to be established...where sparsity of population, other available ways or other factors indicate an absence of any need for such paths and trails".

cc E. S. Hunter
   D. G. Talbot
   L. E. George
   F. E. Terpin
   George Bell
   Don Harwell

1980 Heppner Rock Production 9174
Proj. approx. 100 Ft. left of
MP 75.7 on Wasco-Heppner Hwy.

Smead
No 2-152-5L

File

REPORT OF ACTION UNDER DELEGATED AUTHORITY BY

ASSISTANT STATE HIGHWAY ENGINEER

On behalf of the Commission and under authority delegated to me to accept contracts completed according to specifications, I accepted the following:

| Contractor and Contract No. | Section and County | Acceptance Date |
|---|---|---|
| Morse Bros., Inc. No. 9175 | Falls City (N. Main St.) Polk County | February 9, 1981 |
| R. A. Hatch Co. No. 8860 | Ross Island Br.-SE 50th St. (Portland) Multnomah County | February 9, 1981 |
| D Mc D Corporation No. 9174 | Heppner Rock Production Morrow County | February 9, 1981 |
| Aichele Landscaping & Ben Fox No. 8970 | N.E. Maywood Place Multnomah County | February 13, 1981 |
| R. L. Coats No. 9108 | Fremont Jct.-Hackett Dr. Deschutes & Klamath Co. | February 13, 1981 |
| Hamilton Electric,Inc. No. 8689 | Pac. Hwy. W @ 5th Ave. (Eugene) Lane County | February 17, 1981 |
| Ross Bros. Construction, Inc. No. 9125 | Big Butte Creek Bridge Jackson County | February 17, 1981 |
| A. K. Lundmark & Son, Inc. No. 9144 | Upper White River (Crossing Rd.) Bridge Wasco County | February 17, 1981 |
| R. L. Coats No. 9000 | Lava Butte Lookout-Sugar Pine Butte Rd. Deschutes County | February 17, 1981 |
| Eucon Corp. of Idaho No. 9012 | Pendleton-Adams Umatilla County | February 19, 1981 |

| Contractor and Contract No. | Section and County | Acceptance Date |
|---|---|---|
| Humphrey Const., Inc. No. 8710 | SE Stark/Wash. Intchge. (Wash. St. U'Xing.) Multnomah County | February 19, 1981 |
| C. H. Savage Co. No. 9150 | Columbia River (Astoria) Bridge Clatsop County | February 19, 1981 |
| Dirt & Aggregate Interchange No. 9178 | N. 11th St.-Wyeth St. (St. Helens) Columbia County | February 23, 1981 |
| Babler Bros., Inc. No. 9020 | Devine Summit-Burns Jct. & Burns-Burns Jct. Harney County | February 24, 1981 |
| Cascade Construction Co., Inc. No. 9161 | Arterial Street Overlay (Portland) Multnomah County | February 24, 1981 |
| Babler Bros., Inc. No. 9043 | Willamette Jct.-Chemult Klamath County | February 26, 1981 |
| Western Mixing Co.,Inc. No. 9045 | Grass Valley-Shaniko Sherman County | February 27, 1981 |
| F. Hodgson & Sons No. 9033 | Deadmans Pass Safety Rest Area Umatilla County | March 5, 1981 |
| Ontario Asphalt & Concrete Co. No. 9158 | NW Dorian Dr.-NW Verde Dr. (Ontario) Malheur County | March 5, 1981 |
| Johnson Rock Products, Inc. No. 9073 | Florida Ave.-Vermont Ave. (North Bend) Coos County | March , 1981 |
| Holst Construction Co. No. 9021 | Dexter Lake South Bridge & Willamette Hwy. @ Jasper/ Lowell Rd. Lane County | March 10, 1981 |
| Stukel Rock & Paving, Inc. No. 9110 | Fuego Rd.-Forge Rd. Klamath County | March 10, 1981 |

| Contractor and Contract No. | Section and County | Acceptance Date |
|---|---|---|
| Weaver Construction Co. No. 9081 | Port of Entry (Farewell Bend) Malheur County | March 11, 1981 |
| Nelson-Deppe, Inc. No. 9111 | Jackson Creek Road-Hot Springs Road Malheur County | March 12, 1981 |

March 12, 1981

C. T. Keasey
Asst. State Highway Engineer

9174

February 23, 1981

United States Fidelity & Guaranty Co.
P. O. Box 3459
Portland, OR 97208

COM 5
#9174

Gentlemen:

On February 11, 1981, we wrote to you concerning release of final payment on Contract No. 9174 awarded to D Mc D Corporation for the Heppner Rock Production Project on the Wasco-Heppner Highway in Morrow County.

Final payment on this contract is $1,952.43 and the total contract amount is $104,741.74. No work was performed under force account.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

jas
cc: D Mc D Corporation
P. O. Box 1012
La Grande, OR 97850

bc: C. T. Keasey
Walt Hart
W. E. Schwartz

FORM 734-3001

OREGON STATE HIGHWAY DIVISION

# FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

| | | |
|---|---|---|
| SECTION: Heppner | | WEEK ENDING: 11/21/80 |
| | | SECTION PREFIX: 25-8315-900 |
| HIGHWAY: Wasco - Heppner | | COUNTY: Morrow |
| NAME OF JOB: Heppner Rock Production | KIND OF WORK: Rock Production | |
| CONTRACTOR: D Mc D Corp. | CONTRACT NUMBER: 9174 | FEDERAL AID PROJECT NUMBER: State |
| DATE OF CONTRACT: 8/19/80 | DATE WORK STARTED: 9/8/80 | ESTIMATED COMPLETION DATE: 11/8/80 |
| AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 1 SUPERVISION: 4 | SPECIFIED WORK DAYS | WORK DAYS USED |
| | SPECIFIED CALENDAR DAYS | CALENDAR DAYS USED |
| PROJECT AUTHORIZATION: $114,067.50 | SPECIFIED COMPLETION DATE: 10/31/80 | PERCENT OF TIME ELAPSED |
| EXCLUSIVE OF ENGINEERING: $105,022.50 | ENGINEERING AUTHORIZATION: $9045 | PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100 |
| ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $104,750.00 | ENGINEERING COST TO DATE: $7756 | PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 100 |
| ESTIMATED PERCENT: OVERRUN / UNDERRUN: -0.3% | PERCENT OF AUTHORIZATION: 86 % | DATE PROJECT WAS COMPLETED: 11/8/80 |

## ESTIMATED PERCENT COMPLETE (ROADWORK)

| CLEARING | DRAINAGE | GRADING | BASE | OIL AND/OR PAVE. | MAT'L. PROD. | | |
|---|---|---|---|---|---|---|---|

| | GRADING | SURFACING | MAINTENANCE MATERIALS | OIL & BITUMINOUS MACADAM | PAVING |
|---|---|---|---|---|---|
| MILES IN PROJECT | | | | | |
| MILES PARTIALLY COMPLETED | | | | | |
| MILES COMPLETED | | | 15,000 CY | | |
| TOTAL ESTIMATED QUANTITIES (CONTRACT) | | | 15,000 CY | | |
| TOTAL QUANTITIES CORRECTED TO DATE | | | 15,819 CY | | |
| ESTIMATED QUANTITIES MOVED OR PLACED TO DATE | | | 15,819 CY | | |
| AVERAGE DAILY QUANTITIES | | | 0 | | |
| AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME | | | 0 | | |
| NUMBER OF SHIFTS PER DAY | | | 1 | | |
| HOURS PER SHIFT | | | 8 | | |

EQUIPMENT USED DURING THE WEEK:

1 dozer, 1 loader

## ESTIMATED PERCENT COMPLETE (STRUCTURES)

| BRIDGE NO. | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| PERCENT | | | | | | | | |

| | WEATHER | WORK DAYS CHARGED | HOURS DELAY | CAUSE OF DELAY |
|---|---|---|---|---|
| SUNDAY | | | | |
| MONDAY | | | | |
| TUESDAY | | | | |
| WEDNESDAY | | | | |
| THURSDAY | | | | |
| FRIDAY | | | | |
| SATURDAY | | | | |

RECEIVED
NOV 25 1980
CONSTRUCTION
BRANCH

Kuesel, Jackmond, Hopkins, Williams, Johnsen, Giesy, Richards, Bera, Inloes, Widmer, Gebauer, Church

| GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK | |
|---|---|
| SUNDAY | |
| MONDAY | |
| TUESDAY | |
| WEDNESDAY | |
| THURSDAY | |
| FRIDAY | |
| SATURDAY | |

**REMARKS**

Project complete, contractor moving equipment out this week.
Semi-final in progress, to be submitted late next week.
Final weekly report.

SIGNED Ed Neilsen LOCATION Hermiston

E. M. Neilsen, Asst. Res. Engr.

PRIME RESIDENT SUBMIT 2 COPIES WHEN BRIDGES AND GRADING BOTH ARE INVOLVED SUBMIT 3 COPIES

SP*F216

300

# ENVIRONMENTAL REVIEW CHECKLIST

ALL CLEAR 4/26/78
Harold L. Rust

5-25-78 Bid Letting _____ All Clear Deadline

SECTION HEPPNER ROCK PRODUCTION
Highway Wasco-Heppner
County Morrow Region 5
Type of Work Rock Prod. Funds Rk. Prod.
State __ Consultant __ Plans Avail. __ Yes __ No

| | Not Required | Required | Mitigation Required | Mitigation/Plans | ALL CLEAR | |
|---|---|---|---|---|---|---|
| **DOCUMENTS:** | | | | | | |
| EIS | X | | | | | |
| Negative Declaration | X | | | | | N/A State Funds |
| Project Assessment | X | | | | | |
| Write-off Letter | X | | | | | |
| **PERMITS:** | | | | | | |
| Division of State Lands | | X | | | | |
| D.O.G.M.I. | | X | | | X | Have Permit |
| Corps of Engineers | X | | | | | |
| Coast Guard | X | | | | | |
| Co. Conditional Use | X | | | | | |
| NPS Air Pollution | X | | | | | |
| NPS Water Pollution | X | | | | | |
| **CULTURAL:** | | | | | | |
| Cultural Survey | | X | | | X | |
| Cultural Salvage | X | | | | | |
| **NOISE:** | | | | | | |
| Noise Study | X | | | | | |

All Clear 2-23-76
D.K.P

300

ENVIRONMENTAL REVIEW

Section Heppner Rock Production
Highway Wasco-Heppner
County Morrow
Type of Work Rock Production
Date

ENVIRONMENTAL IMPACT STATEMENT: N/A State Funds

NEGATIVE DECLARATION:

FISH COMMISSION: N/A

WILDLIFE COMMISSION: N/A

DIVISION OF STATE LANDS: N/A

DEPT. OF GEOLOGY AND MINERAL INDUSTRIES: Yes requires a surface mining permit. Exempt on private lands

OTHER: Corps of Engineers permit - 404

1980 Falls City (North Main St.) 9175
Sec. in Falls City. (Grad., pav.)

Smead
No. 2-152-5L

C&A 7213 1-29-80

OREGON STATE HIGHWAY DIVISION

DATE May 26, 1981

FINAL
ITEMIZED STATEMENT OF COSTS
SPECIAL CITY ALLOTMENT PROJECT

Program Year 1980

Contract # 9175 Construction Prefix 327-1715 P.E. Prefix 327-1470

Street N. Main Street

City Falls City

| | | |
|---|---|---|
| CONSTRUCTION COSTS: | | |
| * Payments to Contractor | $ 17,940.33 | |
| Const. Engineering & Contingencies | 3,999.44 | |
| TOTAL CONSTRUCTION COSTS | | $ 21,939.77 |
| PRELIMINARY ENGINEERING COSTS: | | |
| State Share P.E. | $ 3,976.94 | |
| City Prorated Share | -0- | |
| TOTAL P.E. COSTS | | $ 3,976.94 |
| TOTAL PROJECT COSTS | | $ 25,916.71 |

| | | |
|---|---|---|
| Less: Agreed State Share | | |
| State Share P.E. | $ 3,976.94 | |
| State SCA Share | 21,939.77 | |
| TOTAL AGREED STATE SHARE | | $ 25,916.71 |
| AGREED CITY SHARE | | $ -0- |
| CITY ADVANCE DEPOSIT | | $ -0- |
| NO COST TO CITY | | $ -0- |

Reference: Outside Billing NONE

* Includes 26.34 interest on retainage.

cc: Jan Peterson
Phil Stearns

** JOB TOTALS **

| | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| FALLS CITY (N MAIN ST) | CONT NO | | * FA PROJ NOS | | | | | | | FAS |
| | 327 | 1470 | 901 | 00 | Res. Engr. | | 545.79 | | 1,983.47 | |
| | 327 | 1470 | 905 | 00 | Final Design | | 354.84 | | 867.94 | |
| | 327 | 1470 | 910 | 00 | Soils & Geology | | | | 446.63 | |
| | 327 | 1470 | 911 | 00 | Signing | | | | [illegible] | |
| | 327 | 1470 | 921 | 00 | Specifications | | 622.28 | | 622.28 | |
| | 327 | 1470 | 922 | 00 | Admin Svcs - Engrg | | 10.01 | | 10.01 | |
| | | | ** JOB TOTALS ** | | | ** | 1,532.92 | ** | 3,976.94 | ** |

| | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| H 2ND ST-ENTERPRISE | CONT NO | | * FA PROJ NOS | | | | | | | STATE |
| | 332 | 1491 | 295 | 00 | | | | | 5,284.46 | |
| | 332 | 1491 | 296 | 00 | | | | | 10,56[illegible] | CR |
| | 332 | 1491 | 901 | 00 | | | | | 3,42[illegible] | |
| | 332 | 1491 | 901 | 00 | & | | | | [illegible] | |
| | 332 | 1491 | 901 | 00 | - | | | | 1[illegible] | |
| | 332 | 1491 | 905 | 00 | | | | | 1,7[illegible] | |
| | 332 | 1491 | 910 | 00 | | | | | [illegible] | |
| | 332 | 1491 | 911 | 00 | | | | | 14[illegible] | |
| | 332 | 1491 | 914 | 00 | | | | | 2[illegible] | |
| | 332 | 1491 | 921 | 00 | | | | | 16[illegible] | |
| | 332 | 1491 | 922 | 00 | | | | | 10.76 | |
| | 332 | 1491 | 923 | 00 | | | | | 136.84 | |

3-58

TOTAL TO DATE JOB COST SUMMARY — MARCH 1981 — PAGE 486

| DESCRIPTION OF JOB OR DEPARTMENT | PREFIX | FUNCTION | GR | CURRENT MONTH | FISCAL YEAR TO DATE | GRAND TOTAL TO DATE |
|---|---|---|---|---|---|---|
| | | ** JOB TOTALS ** | ** | | ** | 1 128 [illegible] ** |

| | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| ROCK CR NW 185TH BR | CONT NO | | FA PROJ NOS | | | | | | | STATE |
| | 334 | 1478 | 901 | 00 | | | | | 39.[illegible] | |
| | 334 | 1478 | 906 | 00 | | | 230.68 | | [illegible] | |
| | 334 | 1478 | 927 | 00 | | | | | [illegible] | |
| | | | ** JOB TOTALS ** | | | ** | 230.68 | ** | 1 501 [illegible] | ** |

| | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| DUNDEE-SW 5TH ST | CONT NO | 0000 | * FA PROJ NOS | | | | | | | STATE |
| | 336 | 1466 | 901 | 00 | | | | | 2,147.[illegible] | |
| | 336 | 1466 | 905 | 00 | | | | | 1,51[illegible] | |
| | 336 | 1466 | 905 | 00 | & | | | | 401.40 | |
| | 336 | 1466 | 906 | 00 | | | | | 1.40 | |
| | 336 | 1466 | 910 | 00 | | | | | 93[illegible] | |
| | 336 | 1466 | 910 | 00 | & | | | | [illegible] | |
| | 336 | 1466 | 911 | 00 | | | | | [illegible] | |
| | 336 | 1466 | 914 | 00 | | | | | [illegible] | |

** JOB TOTALS **

| | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| FALLS CITY(N MAIN ST) | CONT NO 9175 | | FA PROJ NOS | | | | | | | | |
| | 327 | 1715 | 201 | 00 | Contractor | 298.73 | | 17,913.99 | | 17,913.99 | STATE |
| | 327 | 1715 | 204 | 00 | Retainage Credit | 880.76 | | | | | |
| | 327 | 1715 | 206 | 00 | Int on final | 26.34 | | 26.34 | | 26.34 | |
| | 327 | 1715 | 270 | 01 | Misc | | | 179.07 | | 179.07 | |
| | 327 | 1715 | 270 | 02 | Misc | | | 243.14 | | 243.14 | |
| | 327 | 1715 | 900 | 00 | Engr | 98.24 | | 3,532.25 | | 3,532.25 | |
| | 327 | 1715 | 900 | 00 | - Engr | | | 44.98 | | 44.98 | |
| | | | ** JOB TOTALS ** | | | 1,304.07 | ** | 21,939.77 | ** | 21,939.77 | ** |
| ATHENA-S 5TH ST IMPROVEMENTS | CONT NO | | FA PROJ NOS | | | | | | | | |
| | 330 | 1727 | 283 | 00 | | | | 12,500.00 | | 12,500.00 | STATE |
| | 330 | 1727 | 900 | 00 | | | | 12,500.00 | | 12,500.00 | |
| | | | ** JOB TOTALS ** | | | | ** | 25,000.00 | ** | 25,000.00 | ** |
| SE NUPT-UMTLA-STNFL HY 4,HERM | CONT NO | | FA PROJ NOS | | | | | | | | |
| | 330 | 1734 | 287 | 00 | | | | | | 1,190.00 | STATE |
| | | | ** JOB TOTALS ** | | | | ** | | ** | 1,190.00 | ** |
| CITY OF UMATILLA-WILLAMETTE A | CONT NO | | FA PROJ NOS | | | | | | | | |
| | 330 | 1735 | 900 | 00 | | | | | | 25,000.00 | STATE |
| | | | ** JOB TOTALS ** | | | | ** | | ** | 25,000.00 | ** |
| HERMISTON-NE NEWPORT HWY 54 | CONT NO | | FA PROJ NOS | | | | | | | | |
| | 330 | 1736 | 900 | 00 | | | | 23,810.00 | | 23,810.00 | STATE |
| | | | ** JOB TOTALS ** | | | | ** | 23,810.00 | ** | 23,810.00 | ** |
| ISLAND CITY-"D" & 5TH STREETS | CONT NO | | FA PROJ NOS | | | | | | | | |
| | 331 | 1716 | 900 | 00 | | | | | | 16,300.00 | STATE |

TOTAL TO DATE JOB COST SUMMARY — MARCH 1981 — PAGE 493

| DESCRIPTION OF JOB OR DEPARTMENT | PREFIX | FUNCTION | GR | CURRENT MONTH | | FISCAL YEAR TO DATE | | GRAND TOTAL TO DATE | |
|---|---|---|---|---|---|---|---|---|---|
| | | ** JOB TOTALS ** | | | ** | | ** | 16,300.00 | ** |
| SUMMERVILLE-1,2,3RD ST(MAIN-P | CONT NO | FA PROJ NOS | | | | | | | |
| | 331 1717 | 240 | 00 | | | | | 25,000.00 | STATE |
| | | ** JOB TOTALS ** | | | ** | | ** | 25,000.00 | ** |
| ELGIN-N 9TH AVE-N 10TH AVE | CONT NO | FA PROJ NOS | | | | | | | |
| | 1718 | 900 | | | | | | | |

File

REPORT OF ACTION UNDER DELEGATED AUTHORITY BY

ASSISTANT STATE HIGHWAY ENGINEER

On behalf of the Commission and under authority delegated to me to accept contracts completed according to specifications, I accepted the following:

| Contractor and Contract No. | Section and County | Acceptance Date |
|---|---|---|
| Morse Bros., Inc. No. 9175 | Falls City (N. Main St.) Polk County | February 9, 1981 |
| R. A. Hatch Co. No. 8860 | Ross Island Br.-SE 50th St. (Portland) Multnomah County | February 9, 1981 |
| D Mc D Corporation No. 9174 | Heppner Rock Production Morrow County | February 9, 1981 |
| Aichele Landscaping & Ben Fox No. 8970 | N.E. Maywood Place Multnomah County | February 13, 1981 |
| R. L. Coats No. 9108 | Fremont Jct.-Hackett Dr. Deschutes & Klamath Co. | February 13, 1981 |
| Hamilton Electric, Inc. No. 8689 | Pac. Hwy. W @ 5th Ave. (Eugene) Lane County | February 17, 1981 |
| Ross Bros. Construction, Inc. No. 9125 | Big Butte Creek Bridge Jackson County | February 17, 1981 |
| A. K. Lundmark & Son, Inc. No. 9144 | Upper White River (Crossing Rd.) Bridge Wasco County | February 17, 1981 |
| R. L. Coats No. 9000 | Lava Butte Lookout-Sugar Pine Butte Rd. Deschutes County | February 17, 1981 |
| Eucon Corp. of Idaho No. 9012 | Pendleton-Adams Umatilla County | February 19, 1981 |

| Contractor and Contract No. | Section and County | Acceptance Date |
|---|---|---|
| Humphrey Const., Inc. No. 8710 | SE Stark/Wash. Intchge. (Wash. St. U'Xing.) Multnomah County | February 19, 1981 |
| C. H. Savage Co. No. 9150 | Columbia River (Astoria) Bridge Clatsop County | February 19, 1981 |
| Dirt & Aggregate Interchange No. 9178 | N. 11th St.-Wyeth St. (St. Helens) Columbia County | February 23, 1981 |
| Babler Bros., Inc. No. 9020 | Devine Summit-Burns Jct. & Burns-Burns Jct. Harney County | February 24, 1981 |
| Cascade Construction Co., Inc. No. 9161 | Arterial Street Overlay (Portland) Multnomah County | February 24, 1981 |
| Babler Bros., Inc. No. 9043 | Willamette Jct.-Chemult Klamath County | February 26, 1981 |
| Western Mixing Co.,Inc. No. 9045 | Grass Valley-Shaniko Sherman County | February 27, 1981 |
| F. Hodgson & Sons No. 9033 | Deadmans Pass Safety Rest Area Umatilla County | March 5, 1981 |
| Ontario Asphalt & Concrete Co. No. 9158 | NW Dorian Dr.-NW Verde Dr. (Ontario) Malheur County | March 5, 1981 |
| Johnson Rock Products, Inc. No. 9073 | Florida Ave.-Vermont Ave. (North Bend) Coos County | March 6, 1981 |
| Holst Construction Co. No. 9021 | Dexter Lake South Bridge & Willamette Hwy. @ Jasper/ Lowell Rd. Lane County | March 10, 1981 |
| Stukel Rock & Paving, Inc. No. 9110 | Fuego Rd.-Forge Rd. Klamath County | March 10, 1981 |

| Contractor and Contract No. | Section and County | Acceptance Date |
|---|---|---|
| Weaver Construction Co. No. 9081 | Port of Entry (Farewell Bend) Malheur County | March 11, 1981 |
| Nelson-Deppe, Inc. No. 9111 | Jackson Creek Road-Hot Springs Road Malheur County | March 12, 1981 |

March 12, 1981

C. T. Keasey
Asst. State Highway Engineer

9175

February 23, 1981

Safeco Insurance Company
1500 S. W. First Avenue
Portland, OR 97201

CON 5
#9175

Gentlemen:

On February 11, 1981, we wrote to you concerning release of final payment on Contract No. 9175 awarded to Morse Brothers, Inc. for work on North Main Street in Falls City, Polk County.

Final payment on this contract is $1,179.49 and the total contract amount is $17,913.99. No work was performed under force account.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

jas
cc: Morse Brothers, Inc.
P. O. Box 7
Lebanon, OR 97355

bc: C. T. Keasey
Walt Hart
C. O. Fredrickson

NARRATIVE REPORT

Falls City (N. Main St.)
City Street
Polk County

Contract No. 9175 Prefix 327-1715
State Project

This work was a small city project designed to improve a portion of a city street which has considerable heavy truck traffic. The preliminary design was downscoped considerably to get the cost within limits.

The final design length of the work was 500 feet. The work consisted of cement treating (in place) the base material 13 feet wide on the east bound side and overlay 24 feet wide. The depth of treatment was to be 13 inches and overlay 3½ inches with class B A.C. A minimal amount of shoulder aggregate was also included.

The contract was awarded to Morse Bros., Inc. August 19, 1980. The work to be performed in 50 Calendar Days.

Temporary Protection and Direction of Traffic

This work was set up as an additional anticipated item in the contract. The work to be done by city forces. This was done to reduce the project cost.

The city was to close the street and detour traffic. No traffic control was to be done by the contractor.

We prepared a signing plan which provided a minimal amount of signing necessary and gave it to the city. The city was not prepared to provide the amount and type of signing required. They contacted Polk County who assured them that they (the Co.) could help them provide the necessary signing.

We continued to communicate with the city on the signing needed. The contractor planned to start work October 3, 1980. The city did not have the necessary signing and did not want to detour traffic the opening weekend of hunting season so the contractor was issued a suspension order.

The contractor planned to start work on October 7, 1980. The city assured us they would have the proper signing in place. The contractor showed up to start work. The city did not have the proper signs. Another suspension order was issued.

NEM

Letter of Acknowledgement written 11/25/80 NEM

This time I contacted the city and told them we would have the necessary signs made. This was done and work finally started on October 9, 1980. The Contractor will submit a claim for time lost.

Cement Treated (In Place) Base

This work consisted of breaking and treating the existing pavement and underlying base materials, mixing in cement, water and compacting to form a stabilized base.

The existing asphalt was broken up by ripping. The ripping did not break the asphalt up small enough to work with the tiller. Much of the existing pavement was five or more inches thick.

The broken asphalt was bermed up and broken further with a vibarotory sheeps foot roller. Several passes with the roller were required to break the asphalt small enough for the tiller to handle. The combined mixture of asphalt and base material was then worked up with a BROS LSRM 8A Tiller.

The material resembled railroad ballast after the initial working. A substantial amount of 2" to 3" pit run rock was in the existing base. The initial working wore off all of the tiller teeth.

The worked up material was regraded and the cement was spread. The tilling depth was 13 inches below the existing pavement.

Upon completion of the treatment, rolling and grading, the treated depth of treatment was 12 inches or slightly more. The underlying material was mostly pit run rock. It appeared that the hard material caused the tiller to ride up. The tiller teeth were wearing severely.

Due to the solid base, I determined that ripping up the base and retreating it would not yeild any better base so I did not request that be done.

Paving

The class 'B' A.C. was place in two separate lifts although the typical section indicates only one. The base lift placed at 2 inches, top at 1½ inches. Fine mix was used at the ends to taper.

Aggregate Shoulders

The contract quantity of 20 cubic yards was insufficient. We tried to get a reasonable price for additional shoulder aggregate but were unsuccessful. Since the contractor had unbalanced the bid price for aggregate, we had to settle for approximately a 50% overrun. More shoulder material could have been used however.

Summary Recommendations

The following are my conclusions and recommendations based on this type project.

1) We should not contract a project where the city or any jurisdition other than the contractor is responsible for traffic control. The City

was totally unaware of the minimum signing requirements and unprepared to provide what was necessary. Because of delays caused by the city, the contractor has filed a claim for lost time.

2) Insistence by our people to treat the existing base was unwise. We tore up the best piece of street in Falls City to treat. Core drill samples should have been taken to determine the depth of existing pavement and nature of underlying base.

Based on the bid prices we could have paved almost twice the length or area if we had not treated the base. Additionally, if only paving was involved, traffic could have been handled through the construction area without the detour.

3) We need to have inspection procedures for Cement Treated (In Place) Base included in the inspectors manual.

4) I recommend that the $25,000 limit on small City project be raised to at least $50,000. We downscope these projects to fit the money. In doing so, the projects are so small they won't do a city block. The traffic control and administration costs are so high nothing is left for the work items. Most of the traffic control and administrative costs would be the same for twice as much contractor work.

Don Thurston
Resident Engineer

DWT/mdd

## STATEMENT OF OVERRUNS AND UNDERRUNS

SECTION: Falls City (N. Main Street)
HIGHWAY: City Street
COUNTY: Polk

CONTRACT #: 9175
PREFIX #: 327-1715
F.A.P. #: State

| Item | Contract Amount | Semi-Final Amount | %(- or -) |
|---|---|---|---|
| Bid Items | 18232.90 | 16447.15 | 10% - |
| Anticipated Items | 700.00 | 700.00 Est. | 0 |
| Contingencies | 851.98 | 300.00* | 65% - |
| Engineering | 1893.29 | 2300.00 | 22% + |
| * Contractor's Claim Anticipated | | | |
| Total | 21,678.17 | 19,747.15 | 9% - |

All substantial changes were evaluated and only those listed below meaningfully affected the total project cost.

## INDIVIDUAL OVERRUNS AND UNDERRUNS

| No. | Item | Contract Quantity | Final Quantity | %(- or -) |
|---|---|---|---|---|
| 1 | Shoulder Aggregate | 20 | 34.95 | 75% + |
| 2 | Cement Treated Base | 800 | 722.22 | 10% - |
| 3 | Cement For Treated Base | 30 | 22.44 | 25% - |
| 4 | Class "B" Asphalt Concrete | 290 | 284.43 | 2% - |

1 Shoulder Aggregate - The contract quantity was insufficient to adequately cover the shoulder area. We attempted to negotiate a new price for additional shoulder material but were unsuccessful.

2 Cement for Treated Base - Field tests of the composite base material indicated that the percentage of cement was 5% based on the dry weight.

Engineering - A substantial amount of time was involved in coordinating the temporary protection and direction of traffic (detour signing) to be done by the City.

1c - X 5

NARRATIVE REPORT

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City Street
Polk County

Contract No. 9175 Prefix 327-1715
State Project
S.C.A.

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Don Thurston
Resident Engineer

DWT/mdd

FORM E [illegible]

OREGON STATE HIGHWAY DIVISION

# FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

| | | |
|---|---|---|
| SECTION: Falls City (N. Main St.) | | WEEK ENDING: 10-25-8[illegible] |
| | | SECTION PREFIX: 327-1715 |
| HIGHWAY: City Street | | COUNTY: Polk |

NAME OF JOB: Falls City (N. Main St.)

KIND OF WORK: Grading & Paving

| | | |
|---|---|---|
| CONTRACTOR: Morse Bros., Inc. | CONTRACT NUMBER: 9175 | FEDERAL AID PROJECT NUMBER: State |
| DATE OF CONTRACT: 8-19-8[illegible] | DATE WORK STARTED: 10-7-80 | ESTIMATED COMPLETION DATE: 10-16-80 |
| AVERAGE FORCE ON PROJECT FOR THE WEEK — MEN: SUPERVISION: | SPECIFIED WORK DAYS: SPECIFIED CALENDAR DAYS: Work 50 SPECIFIED COMPLETION DATE: | WORK DAYS USED: CALENDAR DAYS USED: 42 PERCENT OF TIME ELAPSED: 84 |
| PROJECT AUTHORIZATION: $ 21,678.17 | | |
| EXCLUSIVE OF ENGINEERING: $ 19,784.88 | ENGINEERING AUTHORIZATION: $ 1,893.29 | PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100% |
| ESTIMATED COST OF COMPLETED PROJECT EXCLUSIVE OF ENGINEERING: $ 17,147.15 | ENGINEERING COST TO DATE: $ 2,300.00 | PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 90% |
| ESTIMATED PERCENT ~~OVERRUN~~ UNDERRUN: 17 % | PERCENT OF AUTHORIZATION: 122 % | DATE PROJECT WAS COMPLETED: 10-16-80 |

ESTIMATED PERCENT COMPLETE (ROADWORK)

| CLEARING | ERA NAGE | GRADING | BASE | OIL AND/OR PAVE | MAT L PROD |
|---|---|---|---|---|---|
| | | | | | |

| | GRADING | SURFACING | MAINTENANCE MATERIALS | OIL & BITUMINOUS MACADAM | PAVING |
|---|---|---|---|---|---|
| MILES IN PROJECT | | | | | |
| MILES PARTIALLY COMPLETED | | | | | |
| MILES COMPLETED | | | | | |
| TOTAL ESTIMATED QUANTITIES (CONTRACT) | | | | | 290 Tons |
| TOTAL QUANTITIES CORRECTED TO DATE | | | | | 284.43 |
| ESTIMATED QUANTITIES MOVED OR PLACED TO DATE | | | | | |
| AVERAGE DAILY QUANTITIES | | | | | |
| AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME | | | | | |
| NUMBER OF SHIFTS PER DAY | | | | | |
| HOURS PER SHIFT | | | | | |

EQUIPMENT USED DURING THE WEEK

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.

PERCENT

| | WEATHER | WORKDAYS CHARGED | DELAY | CAUSE OF DELAY |
|---|---|---|---|---|
| SUNDAY | Project completed 10-1[illegible]-80 | | | |
| MONDAY | | | | |
| TUESDAY | | | | |
| WEDNESDAY | | | | |
| THURSDAY | | | | |
| FRIDAY | | | | |
| SATURDAY | | | | |

K [illegible] RECEIVED

FROM

| | GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK |
|---|---|
| SUNDAY | |
| MONDAY | |
| TUESDAY | |
| WEDNESDAY | |
| RSDAY | |
| FRIDAY | |
| SATURDAY | |

**REMARKS**

PROJECT COMPLETED 10-16-80, WORKING ON SEMI-FINAL

SIGNED Don Thurston LOCATION Salem

Resident Engineer

PRIME RESIDENT SUBMIT 2 COPIES WHEN BRIDGES AND GRADING BOTH ARE INVOLVED SUBMIT 3 COPIES

Section Falls City (Main St.) Programming Estimate $ 35,000

Highway City Street Project Length 0.11

County Polk Completion Time 50 calendar Days

Kind of Work Grading & Paving Est. Comp. Date 10-21-80

Prefix 327-1470-971 Letting Date July 31, 1980 Project No. State

Rev 7-10-80 PFG

## ESTIMATED CONSTRUCTION AUTHORIZATION

~~21,827.50~~

Estimated Contract Amount . . . . . $ ~~30,191.00~~ 21,935

Anticipated Additional Items:

| | | |
|---|---|---|
| Royalty Payment | | |
| Permit Fees | | |
| Slide Correction | | |
| Railroad Protective Costs | | |
| Other Railroad Costs | | |
| Permanent Signing | | |
| Permanent Pavement Striping | 300 | |
| Temporary Pavement Striping | | |
| Remove Pavement Striping (Exist. & Temp.) | | |
| Temporary Erosion Control | | 700 |
| State Furnished _____ | | |
| Roadside Seeding & Mulching | | $ ~~500.00~~ |
| Asphalt Cement Adjustment | | |
| On the Job Trainees | | |
| State Responsibility for Damages | | |
| Signal Controller Testing (Engineering) | | |
| Bikeway Signs | | |
| Furnish Mailbox Posts | | |
| Adjust Utilities: | | |
| _____ | | |
| Temporary Protection and Direction of Traffic by City | 400 | |
| _____ | | |
| _____ | | |

Subtotal ~~22,635.50~~ ~~22,527.50~~ $ ~~30,691.00~~

~~Contingencies (4-1/2%)~~ . . . . . ~~2263.50~~ ~~2,252.75~~ ~~1,381.00~~

Engineering (8, 9, (10%)) . . . . . ~~2,252~~ ~~3,069.70~~

Subtotal $ ~~35,141.20~~ ~~24,780.25~~

Credit for _____ . . . . . _____

Estimated Net Authorization, Construction . . . . . $ ~~35,141.20~~ 24,898 ~~24,780.25~~

APPROVED

J H Weinberg
Road Design Engineer

Sent to Region 7-10-80 KDT

Rev. 5/79

OREGON STATE HIGHWAY DIVISION

SU .RY--BID SCHEDULE--COST ESTIMAT

Sheet 1 of 1

Date 7/3/80

Section Falls city (N. Main st.)

County Polk

Kind Of Work Grade + Pave

Length 0.11

Name Galloway

| No | Item Rev 7-10-80 | Code | Unit | Quant. | Unit Cost | Total |
|---|---|---|---|---|---|---|
| | | | | | | |
| | Aggregate shoulders | | ~~Ton~~ Cu.Yd. | ~~25~~ 20 | ~~4.50~~ 36.00 | ~~112.50~~ 720.00 |
| | Cement Treated Base | | Sq.Yd. | 800 | 13.00 | 10,400.00 |
| | Cement for Treated Base | | Ton | 30 | 85 | 2,550.00 |
| | Class "B" Asphalt Concrete | | Ton | 290 | 28.50 | 8,265.00 |
| | | | | | | |
| | | | | | | ~~21,827.50~~ |
| | | | | | | 21,935.50 |
| | Asphalt Con | | | | | |
| | | | | | | |
| | | | | | | |
| |

Section Falls City (N. Main St.) Programming Estimate $ 35,000

Highway City street Project Length 0.11

County Polk Completion Time 50 calendar

Kind of Work Grading & Paving Est. Comp. Date 10-21-80

Prefix 327-1470-971 Letting Date July 31, 1980 Project No. State

## ESTIMATED CONSTRUCTION AUTHORIZATION

| | | |
|---|---|---|
| Estimated Contract Amount | | $ 30,191.00 |
| Anticipated Additional Items: | | |
| Royalty Payment | | |
| Permit Fees | | |
| Slide Correction | | |
| Railroad Protective Costs | | |
| Other Railroad Costs | | |
| Permanent Signing | | |
| Permanent Pavement Striping | 500 | |
| Temporary Pavement Striping | | |
| Remove Pavement Striping (Exist. & Temp.) | | |
| Temporary Erosion Control | | |
| State Furnished _____ | | |
| Roadside Seeding & Mulching | | $ 500.00 |
| Asphalt Cement Adjustment | | |
| On the Job Trainees | | |
| State Responsibility for Damages | | |
| Signal Controller Testing (Engineering) | | |
| Bikeway Signs | | |
| Furnish Mailbox Posts | | |
| Adjust Utilities: | | |
| _____ | | |
| _____ | | |
| _____ | | |
| _____ | | |
| _____ | | |
| Subtotal | | $ 30,691.00 |
| Contingencies (4-1/2%) | | 1,381.10 |
| Engineering (8, 9, (10%)) | | 3,069.10 |
| Subtotal | | $ 35,141.20 |
| Credit for _____ | | |
| Estimated Net Authorization, Construction | | $ 35,141.20 |

APPROVED

Sent to Region 7-2-80

Road Design Engineer

OF[illegible]N STATE HIGHWAY DIVISION — Sheet 1 of 1

~~SUMMARY--BID SCHEDULE~~--COST ESTIMATE — Date 6-27-80

tion Colfax Co. Hwy 64 — County Colfax

d Of Work E. of Raton — Length 2. Miles — Name Gallinas

6-30-80 B

| Item | Code | Unit | Quant. | Unit Cost | Total |
|---|---|---|---|---|---|
| 1. Mobilization | | Lump Sum | All | (8%) | 2200 — |
| 2. Temporary Detours & Protection of Traffic | | Lump Sum | All | — | 1250 — |
| 3. Temporary Signing | | Sq. Ft. | 180 | 6 — | 1080 — |
| 4. Temporary Fencing | | Each | 12 | 115 — | 1380 — |
| 5. Flagging | | Hour | 48 | 22 00 | 1056 — |
| ROADWORK | | | | | |
| Aggregate Shoulders | | Ton | 60 | 15 00 | 900 — |
| Cement Treated Base | | Sq. Yd. | 1350 | 6 00 | 8,100 — |
| Cement Treated Low | | Ton | 55 | 95 00 | 5225 — |
| Class B Asphalt Pavement | | Ton | 225 | 40 00 | 9,000 — |
| | | | | | 30,191 00 |

# CITY OF FALLS CITY

Falls City, Oregon 97344

REGION 2 ENGINEER
RECEIVED
JUN 2 5 1980
RLE RBE
RE RCE RME RTE ROE
ENV

June 30, 1980

Phil Stearns
Region Federal Aid Engineer
East Highway Building
Salem, Oregon 97310

Dear Mr. Stearns:

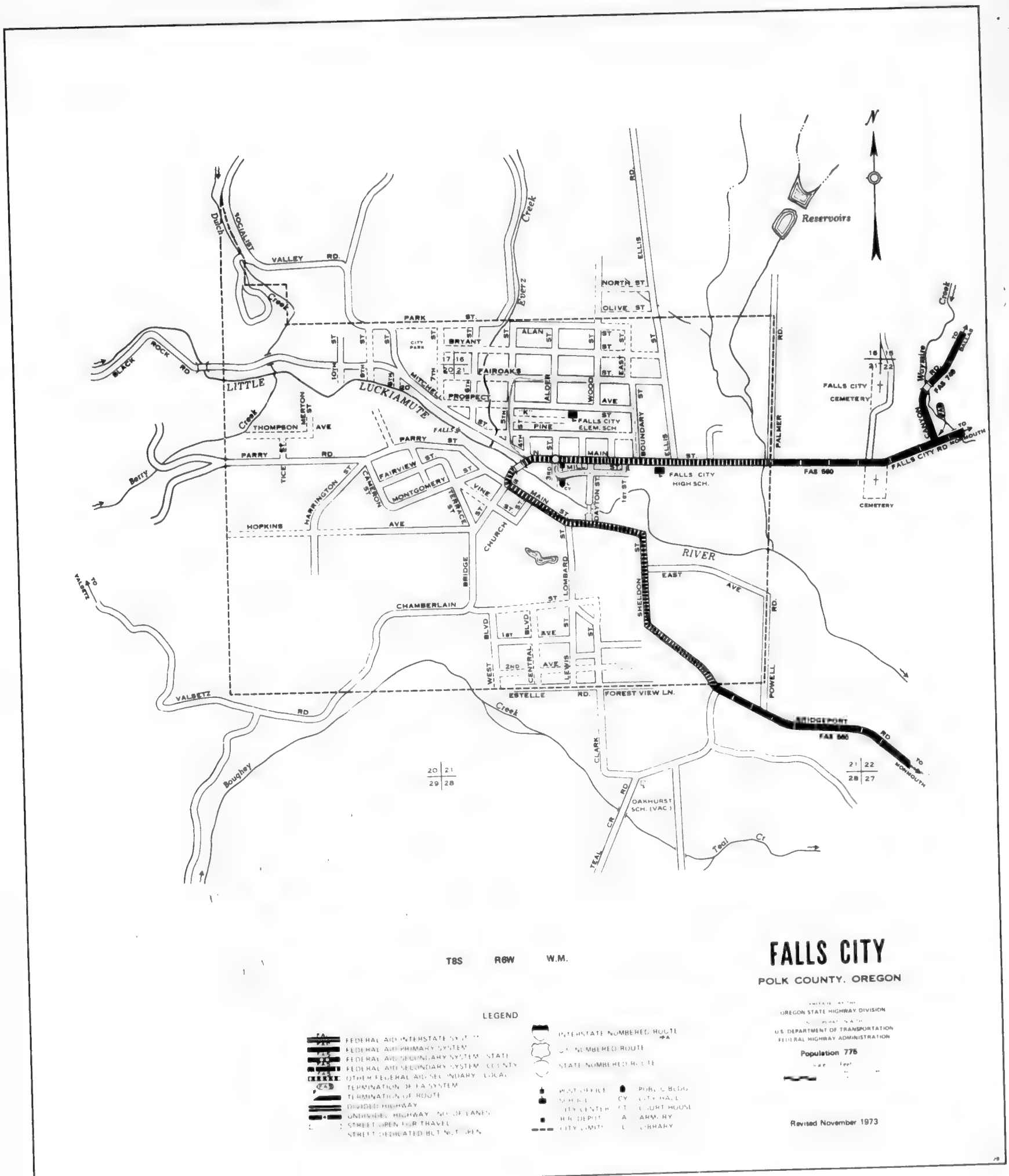
The City of Falls City agrees to the closing of traffic on North Main Street as required for construction between Boundary and Dayton Streets.

Sincerely,

Harley Husted

Harley Husted,
Chairman, Street Committee

HH/vm




T8S R6W W.M.

# FALLS CITY

POLK COUNTY, OREGON

OREGON STATE HIGHWAY DIVISION

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

Population 775

Revised November 1973

LEGEND

- FEDERAL AID INTERSTATE SYSTEM
- FEDERAL AID PRIMARY SYSTEM
- FEDERAL AID SECONDARY SYSTEM - STATE
- FEDERAL AID SECONDARY SYSTEM - COUNTY
- OTHER FEDERAL AID SECONDARY - LOCAL
- TERMINATION OF FA SYSTEM
- TERMINATION OF ROUTE
- DIVIDED HIGHWAY
- UNDIVIDED HIGHWAY - NO. OF LANES
- STREET OPEN FOR TRAVEL
- STREET DEDICATED BUT NOT OPEN

- INTERSTATE NUMBERED ROUTE
- U.S. NUMBERED ROUTE
- STATE NUMBERED ROUTE

- POST OFFICE
- SCHOOL
- CITY CENTER
- R.R. DEPOT
- CITY LIMITS
- PUBLIC BLDG.
- CY CITY HALL
- CT COURT HOUSE
- A ARM. RY
- L LIBRARY

6/13/80

Ken,

This is the latest estimate Given to Phil Stearns to present to the City of Falls City. You will note it is based on 11' travel lanes. Clarence Gregg feels the width of the CTB in place is too narrow and will fail at the edge of travel lanes. He would prefer it be 2' to 4' wider. Stearns is to explain this to the City so they will be aware of the possible problem.

REM

$97,500 is amount they have available for constn.

(A)

OREGON STATE HIGHWAY DIVISION
QUANTITY SUMMARY & COST ESTIMATE

Sheet 1 of 2 Sheets

Section FALLS CITY (N. MAIN ST.)
Highway CITY STREET County POLK Prefix 327-1470-905
Length 600' Miles 0.11 Designer VINCENT Date JUNE 3, 1980
Signed _____ Title _____

| | |
|---|---|
| Grading & Drainage | $ 4719.00 |
| Surfacing | $ 22,745.00 |
| Extra Work | |
| _____ | $ _____ |
| _____ | $ _____ |
| _____ | $ _____ |
| _____ | $ _____ |
| _____ | $ _____ |
| _____ | $ _____ |
| _____ | $ _____ |
| _____ | $ _____ |
| _____ | $ _____ |
| _____ | $ _____ |
| TOTAL EXTRA WORK | $ _____ |
| TOTAL | $ 27,464.00 |
| +12½% Engineering and Contingencies | $ 3433.00 |
| Structures | |
| _____ | $ _____ |
| _____ | $ _____ |
| _____ | $ _____ |
| _____ | $ _____ |
| TOTAL STRUCTURES | $ _____ |
| Right of Way | $ _____ |
| TOTAL ESTIMATED COST | $ 30,897.00 |

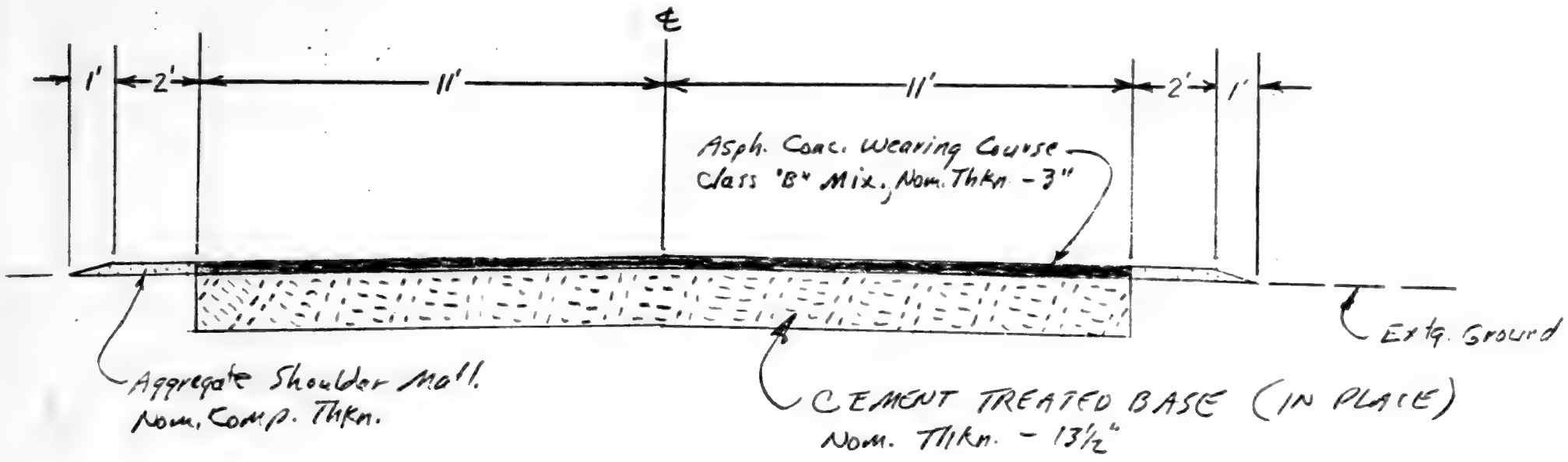
OREGON STATE HIGHWAY DIVISION
SUMMARY--BID SCHEDULE--COST ESTIMATE

Sheet 2 of 2
Date JUNE 3, 1980

Section FALLS CITY (N. MAIN ST.) County POLK

Kind Of Work GRADING & PAVING Length 600' Name MANN - VINCENT

| No | Item | Code | Unit | Quant. | Unit Cost | Total |
|---|---|---|---|---|---|---|
| 1. | MOBILIZATION | | LUMP SUM | ALL | 8% | 2034.00 |
| 2. | TEMP. PROT. & DIR. OF TRAFFIC | | LUMP SUM | ALL | 3% | 741.00 |
| 3. | TEMPORARY SIGNS | | SQ.FT. | 152 | 7.00 | 1064.00 |
| 4. | FLAGMEN | | HOUR | 40 | 22.00 | 880.00 |
| 5. | CEMENT TREATED BASE (IN PLACE) | | SQ.YD. | 1467 | 5.00 | 7335.00 |
| 6. | CEMENT IN C.T.B. | | TON | 60 | 100.00 | 6000.00 |
| 7. | CLASS "B" A.C. MIXTURE | | TON | 246 | 35.00 | 8610.00 |
| 8. | AGGREGATE SHOULDER MATERIAL | | TON | 50 | 16.00 | 800.00 |




STA. 10+00 TO STA. 16+00

FALLS CITY (N. MAIN ST.)

# ENVIRONMENTAL REVIEW CHECKLIST

ALL CLEAR 6/10/80 Donald L Ront

~~July 24~~ Aug 14, 1980 Bid Letting _____ All Clear Deadline

SECTION Falls City (N. Main St.)
Highway _____
County Polk Region 2
Type of Work G-P Funds City
State ___ Consultant ___ Plans Avail. ___ Yes ___ No

| | Not Required | Required | Mitigation Required | Mitigation/Plans | ALL CLEAR |
|---|---|---|---|---|---|
| DOCUMENTS: | | | | | |
| EIS | X | | | | |
| Negative Declaration | X | | | | |
| Project Assessment | X | | | | |
| Write-off Letter | X | | | | |
| PERMITS: | | | | | |
| Division of State Lands | | X | | | |
| D.O.G.M.I. | | X | | | |
| Corps of Engineers | | X | | | |
| Coast Guard | | X | | | |
| Co. Conditional Use | | X | | | |
| NPS Air Pollution | | X | | | |
| NPS Water Pollution | | X | | | |
| CULTURAL: | | | | | |
| Cultural Survey | | X | | X | |
| Cultural Salvage | | X | | | |
| NOISE: | | | | | |
| Noise Study | | X | | | |

N/A No Fed Funds

117 DOT Building
Salem, Oregon 97310

Hwy # 927

Attention: Right-of-Way Section

5-14-80

Prefix 327-1470

Subject: Federal Aid Project No.
Project Name Falls City (N. Main St.)
N. Main St.

Regarding the above referred to project, we hereby certify that to the best of our knowledge and belief:

A. Existing Right-of-Way

☒ 1. All construction can be accomplished completely within the existing right-of-way. This existing right-of-way was acquired prior to January 2, 1971.

B. New Right-of-Way

☐ 1. This project required additional right-of-way purchased after January 2, 1971. Right-of-way, easements, or rights-of-entry required for this project have been secured in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, and all incidental charges related to the transfer of property will be paid by the city in accordance with said Act.

☐ a. There has been no displacement of persons from residences, farms or businesses.

OR

☐ b. There has been displacement of persons from either residences, farms or businesses and in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, displaced persons, businesses, or farm operations have been provided relocation payments, if eligible, and relocation assistance. Displaced individuals or families have been relocated to decent, safe and sanitary housing or have been offered decent, safe, sanitary and fair housing immediately available on the open market.

C. Utilities

☒ 1. The occupancy and/or adjustment of existing utilities within the right-of-way of the above referred to federal aid project have been authorized by permit, franchise, or other approved procedure.

Signed at Falls City, Oregon, this 14th day of May, 1980

City of Falls City

Certified By:

Regional Right-of-Way Supervisor
Date 5/14/80

John F. McKee
Mayor

Verta F. Mack
City Recorder

RECEIVED
1980
DISTRICT 11
R/W. OFFICE

Instructions: Complete A or B and C
R/W File No. _____
Rev. 1/76

Fred,

5-1-80

Here is estimate for Falls City project. It is "over" the amount City can afford.

Estimate # 1 is Full project

Estimate # 2 is without Appr & Street connections

Estimate # 3 is Estimate # 2 and the City providing traffic control or detour or whatever is necessary

In all the estimates it is planned that the City [illegible] the shelter [illegible]

[illegible]

Please [illegible] the City wants to [illegible] or shelter project this is the [illegible] is important.

(1)

OREGON STATE HIGHWAY DIVISION
QUANTITY SUMMARY & COST ESTIMA

#1

Sheet 1 of 2 Sheets

Section FALLS CITY (N. MAIN ST.)
Highway CITY STREET County POLK Prefix 327-1470-905
Length 600' Miles 0.11 Designer VINCENT Date 4/30/80
Signed _____ Title _____

| | |
|---|---|
| Grading & Drainage | $ 8,089.00 |
| Surfacing | $ 27,235.00 |
| Extra Work | |
| _____ | $ _____ |
| _____ | $ _____ |
| _____ | $ _____ |
| _____ | $ _____ |
| _____ | $ _____ |
| _____ | $ _____ |
| _____ | $ _____ |
| | $ _____ |
| _____ | $ _____ |
| _____ | $ _____ |
| _____ | $ _____ |
| TOTAL EXTRA WORK | $ _____ |
| TOTAL . . . . . | $ 35,324.00 |
| +20 % Engineering and Contingencies | $ 7064.80 |
| Structures | |
| _____ | $ _____ |
| _____ | $ _____ |
| _____ | $ _____ |
| _____ | $ _____ |
| TOTAL STRUCTURES | $ _____ |
| Right of Way | $ _____ |
| TOTAL ESTIMATED COST . . . . . | $ 42,388.80 |

(1)

OREGON STATE HIGHWAY DIVISION — Sheet 2 of 2

SUMMARY--BID SCHEDULE--COST ESTIMATE — Date 4/30/80

Section FALLS CITY (N. MAIN ST.) — County POLK

Kind Of Work GRADING & PAVING — Length 600' — Name MANN - VINCENT

| No | Item | Code | Unit | Quant. | Unit Cost | Total |
|---|---|---|---|---|---|---|
| 1. | MOBILIZATION | | LUMP SUM | ALL | 8% | 2617.00 |
| 2. | TEMP. PROTECTION & DIR. OF TRAFFIC | | LUMP SUM | ALL | 3% | 953.00 |
| 3. | TEMPORARY SIGNS | | SQ.FT. | 152 | 7.00 | 1064.00 |
| 4. | FLAGMEN | | HOUR | 80 | 22.00 | 1760.00 |
| 5. | GENERAL EXCAVATION | | CU. YD. | 145 | 6.00 | 870.00 |
| 6. | FINISHING ROADBED & SLOPES 0.11 MI. | | LUMP SUM | ALL | 7500/MI. | 825.00 |
| 7. | AGGREGATE BASE MATERIAL | | TON | 285 | 16.00 | 4560.00 |
| 8. | CLASS "B" ASPH. CONC. MIXTURE (A.C. IN MIX. INCL.) | | TON | 605 | 35.00 | 21,175.00 |
| 9. | ASPHALT IN TACK COAT | | TON | 1 | 300.00 | 300.00 |
| 10. | EXTRA FOR ASPHALT CONN's. & APPROACHES | | EACH | 6 | 200.00 | 1200.00 |

(1-1)

OREGON STATE HIGHWAY DIVISION
QUANTITY SUMMARY & COST ESTIMATE

#2

Sheet 1 of 2 Sheets

Section FALLS CITY (N. MAIN ST.)
Highway CITY ST. County POLK Prefix 327-1970-905
Length 600 Miles 0.11 Designer VINCENT Date 9/30/80
Signed _____ Title _____

| | |
|---|---|
| Grading & Drainage | $ 7631.00 |
| Surfacing | $ 23,165.00 |
| Extra Work | |
| _____ | $ _____ |
| _____ | $ _____ |
| _____ | $ _____ |
| _____ | $ _____ |
| _____ | $ _____ |
| _____ | $ _____ |
| _____ | $ _____ |
| | $ |
| _____ | $ _____ |
| _____ | $ _____ |
| _____ | $ _____ |
| TOTAL EXTRA WORK | $ _____ |
| TOTAL . . . . . | $ 30,796.00 |
| +20 % Engineering and Contingencies | $ 6159.20 |
| Structures | |
| _____ | $ _____ |
| _____ | $ _____ |
| _____ | $ _____ |
| _____ | $ _____ |
| TOTAL STRUCTURES | $ _____ |
| Right of Way | $ _____ |
| TOTAL ESTIMATED COST . . . . . | $ 36,955.20 |

(1.A)

REGON STATE HIGHWAY DIVISION
SUMMARY--BID SCHEDULE--COST ESTIMATE

Sheet 2 of 2
Date 4/30/80

Section FALLS CITY (N. MAIN ST.) County POLK

Kind Of Work GRADING & PAVING Length 600' Name MANN-VINCENT

| No | Item | Code | Unit | Quant. | Unit Cost | Total |
|---|---|---|---|---|---|---|
| 1. | MOBILIZATION | | LUMP SUM | ALL | 8% | 2281.00 |
| 2. | TEMPORARY PROT. & DIRETION OF TRAFFIC | | LUMP SUM | ALL | 3% | 831.00 |
| 3. | TEMPORARY SIGNS | | SQ. FT. | 152 | 7.00 | 1064.00 |
| 4. | FLAGMEN | | HOUR | 80 | 22.00 | 1760.00 |
| 5. | GENERAL EXCAVATION | | CU. YD. | 145 | 6.00 | 870.00 |
| 6. | FINISHING ROADBED & SLOPES 0.11 Mi. | | LUMP SUM | ALL | 7500/Mi. | 825.00 |
| 7. | AGGREGATE BASE MATERIAL | | TON | 285 | 16.00 | 4560.00 |
| 8. | CLASS "B" ASPH. CONC. Mix. (A.C. IN Mix. INCL.) | | TON | 523 | 35.00 | 18,305.00 |
| 9. | ASPHALT IN TACK COAT | | TON | 1 | 300.00 | 300.00 |

(18) #3

OREGON STATE HIGHWAY DIVISION — Sheet 2 of 2

SUMMARY--BID SCHEDULE--COST ESTIMATE — Date 4/30/80

Section FALLS CITY (N. MAIN ST.) — County POLK

Kind Of Work GRADING & PAVING — Length 600' — Name MANN-VINCENT

| No | Item | Code | Unit | Quant. | Unit Cost | Total |
|---|---|---|---|---|---|---|
| 1. | MOBILIZATION | | LUMP SUM | ALL | 8% | 1989.00 |
| 2. | GENERAL EXCAVATION | | Cu. YD. | 145 | 6.00 | 870.00 |
| 3. | FINISHING ROADBED & SLOPES 0.11 Mi. | | LUMP SUM. | ALL | 7500/mi. | 825.00 |
| 4. | AGGREGATE BASE MATERIAL | | TON | 285 | 16.00 | 4560.00 |
| 5. | CLASS "B" ASPH. CONC. MIX. (A.C. IN MIX. INCL.) | | TON | 523 | 35.00 | 18,305.00 |
| 6. | ASPHALT IN TACK COAT | | TON | 1 | 300.00 | 300.00 |

(TB)

OREGON STATE HIGHWAY DIVISION
QUANTITY SUMMARY & COST ESTIM.

Sheet 2 of 2 Sheets

Section FALLS CITY (N. MAIN ST)
Highway CITY STREET County POLK Prefix 327-1470-905
Length 600 Miles 0.11 Designer VINCENT Date 4/30/80
Signed _____ Title _____

Grading & Drainage $ 3684.00

Surfacing $ 23,165.00

Extra Work

_____ $_____
_____ $_____
_____ $_____
_____ $_____
_____ $_____
_____ $_____
_____ $_____
_____ $_____
_____ $_____
_____ $_____

TOTAL EXTRA WORK $ _____

TOTAL . . . . . $ 26,849.00

+ 20 % Engineering and Contingencies $ 5369.80

Structures

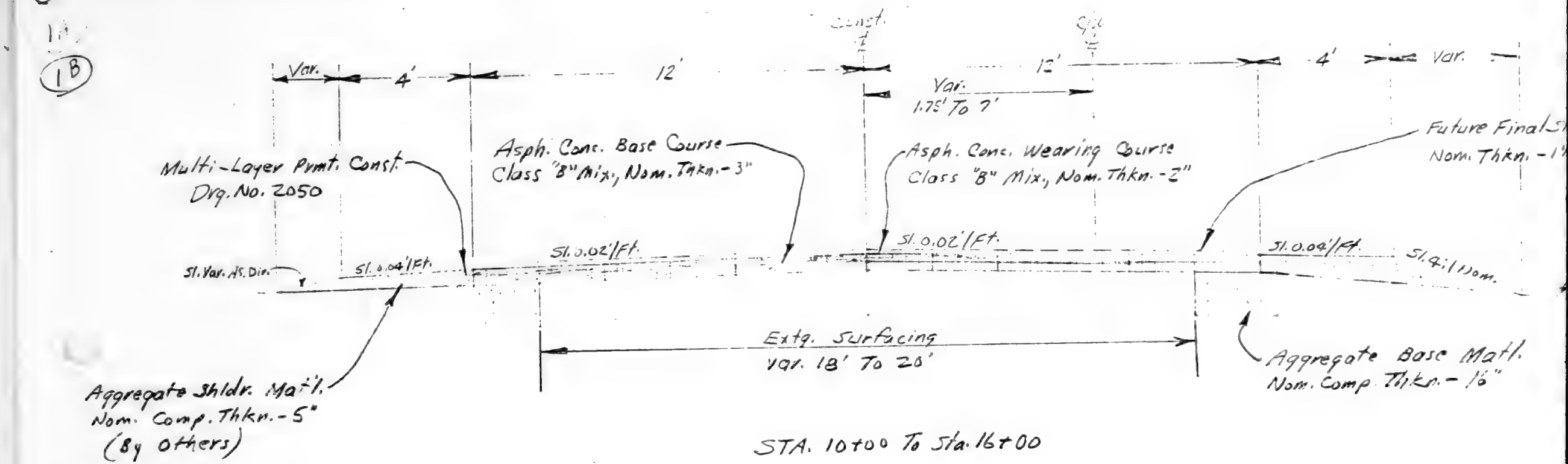
_____ $_____
_____ $_____
_____ $_____
_____ $_____

TOTAL STRUCTURES $ _____

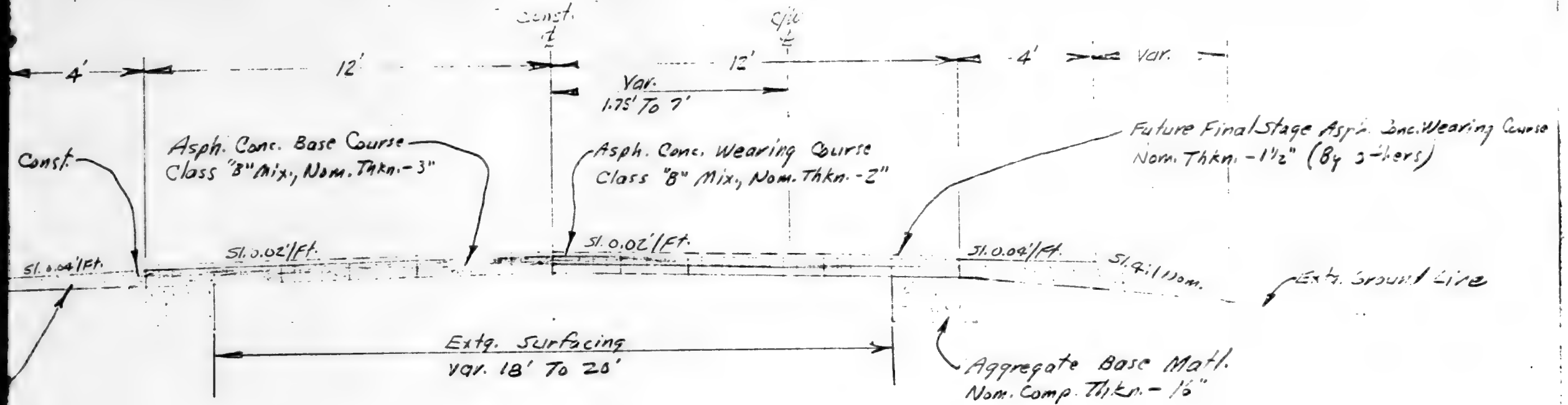
Right of Way $ _____

TOTAL ESTIMATED COST . . . . . $ 32,218.80

(1B)




STA. 10+00 To Sta. 16+00




STA. 10+00 To Sta. 16+00

FORM 81-734-3030

# OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE: 327-1470

March 10, 1980

FROM: C. O. Fredrickson
Region Engineer

SUBJECT: N. Main Street (Falls City)
City Street
Polk County

TO: Frank E. Terpin
Location Engineer

I have submitted the following data for the subject survey.

| | |
|---|---|
| 1 roll | Mylar detail map |
| 1 roll | Cross sections & Profile |
| 1 book | Field notes |
| 1 folder | Location estimate computations |
| 4 copies | Quantity summary and cost estimate |
| 1 copy | Narrative report |
| 2 copies | Locating Engineer's Statement |
| 1 folder | Report on Bench Marks |
| 1 envelope | Photographs |
| 2 sheets | Assessor's maps |

The estimate as submitted from the field was just under $36,000, which is about $8,000 over what the city can handle. We have scaled down by shortening the project slightly, i.e., no paving through the street intersections on each end of the project, eliminating the paved approaches and the adjustment of a couple of catch inlets. In addition, the city has agreed to furnish and place the shoulder aggregate.

The above measures will reduce the estimated contract cost to about $26,500. Adding the shoulder rock by the city will make the total project cost about $27,500, which is within the $25,000 plus the $3,000 the city says they can add. We have asked the city for a letter confirming the above and a copy will be sent in upon receipt.

We should have two prints of the mylar detail map returned to the Region Location office for our files.

3-18-80 Returned to Location

LOCATION NARRATIVE
N. Main Street- Falls City
City Street-(Boundry to Dayton)
Polk County

2-27-80

Survey is to prepare plans, specifications, and cost estimate to widen and overlay existing surface. Also any soft spots are to be removed.

No additional R/W is required.

There are existing underground water lines, telephone lines, and storm sewer lines. They should not be affected except for valves, inlets, etc.

Cost estimate comes out well in excess of available funds of $ 28,000

Estimate could be reduced to available funds by not paving approaches, which would eliminate need to adjust inlets. Also City would need to do their own inspection.

I would not recommend reducing depth of asphalt because of City concern over soft spots and they say there is less than an inch as is.

Keats Oliver
Resident Engineer
2/27/80

Addendum to the Narrative Report

N. Main Street - Falls City
City Street - (Boundary to Dayton)

Polk County

As mentioned above, the project cost as submitted from the field is about $7,900 over the amount available from the SCA funds plus the city's $3,000 addition. A method to reduce the cost is to delete the paving through the intersections on each end of the project, delete the paving on the road connections which in turn will delete the adjustment of the catch inlets, and delete the shoulder aggregate from the contract portion of the project. The latter item will be done by the city at an estimated cost of $6± per ton.

I have attached a corrected estimate sheet reflecting the above premises. The above has been discussed by phone with Mr. Authur Baxter of Falls City who in turn talked to some of the councilmen, all of whom feel this will be the way to proceed considering the funding limitations. I have asked them to submit a letter to us documenting this.

We also have changed the typical section slightly to decrease the width to the edge of travelway only and increased the depth to 9 inches of base rock. I have not changed the quantities as the adjustment is quite small and we anticipate some additional excavation and back fill for soft areas in the main roadway.

OREGON STATE HIGHWAY DIVISION sheet 1 of 1

SUMMARY--BID SCHEDULE--COST ESTIMATE Date 3/5/80

Section N. Main Street - Falls City County Polk

Kind of Work City Street Length Prefix 327-1470

| Item NO. | | Spec. NO. | UNIT | QUANT. | UNIT COST | TOTAL |
|---|---|---|---|---|---|---|
| 1 | Mobilization | | LS | 8% | | 1600 |
| 2 | Temp. Protection & Direction of Traffic | | LS | 2% | | 400 |
| 3 | Temp. Signing | | Sq.Ft. | 152 | 7 | 1064 |
| 4 | Flagmen | | Hr | 80 | 22 | 1760 |
| 5 | General Excavation | | Cu.Yd | 120 | 6 | 720 |
| 6 | Finish Roadbed & Slopes | | LS | | | 1200 |
| 7 | Aggregate Base | | Ton | 220 | 16 | 3520 |
| 8 | Class "B" A/C | | Ton | 325 | 35 | 11,375 |
| 9 | Asphalt in tack Coat | | Ton | 1 | 300 | 300 |
| | Total Contract Bid Items | | | | | 21,939 |
| | Add 20% Eng. & Cont. | | | | | 4,388 |
| | Total | | | | | 26,327 |
| | Add Shoulder Rock by city forces | | Ton | 200 | 6 | 1,200 |
| | Total project cost. | | | | | 27,527 |

Form 81-734-3363

OREGON STATE HIGHWAY DEPARTMENT

# LOCATING ENGINEER'S STATEMENT

**Submit 2 Copies With Estimate**

Prefix 327-1470 Highway Nth MAIN St.-FALLS CITY Section Nth MAIN St. (BOUNDARY TO DAYTON

Highway Class CITY STREET Date FEBRUARY 13, 1980

| Yes | No | N/A* | |
|---|---|---|---|
| | | | 1. Are the following being submitted? |
| X | | | a. Detail Map (Hard Copy). |
| | | X | b. Small Scale Ownership Map. |
| | | X | c. Abandonment Map. |
| | | X | d. Vicinity Maps (PUC and Structures). |
| | | X | e. RR Encroachment Maps and Cross Sections. |
| | | X | f. Interchange Layout Sheets. |
| X | | | g. Location Profile. |
| X | | | h. Located Line Cross Sections. |
| | | X | i. Mass Diagram. |
| X | | | j. Earthwork and Other Calculations to Support Estimate. |
| X | | | k. Field Notes. |
| | | X | l. Coordinate Sheets. |
| | | X | m. Clearing and Grubbing Chart. |
| X | | | n. Report on Bench Mark Recoveries (Form E-369) |
| X | | | (1) Description of Bench Mark (Form E-185). |
| X | | | (2) Report on Condition of Bench Mark (Form E-186). |
| | | X | o. Photostats of Deeds and Legal Instruments covering Ownerships. |
| | | X | p. Copies of Maps, Plats and other necessary information for the preparation of R/W Descriptions. |
| | | X | q. Property Appraisal and justifications for alternate facilities. |
| | | X | r. Preliminary Soils and Material Report. |
| | | X | s. Statement of Source of Materials and Stockpile Site (Form E-368). |
| | | X | t. Sketch Map of all Proposed Stockpile Sites, Gravel Pits and Quarries, with supporting data for Descriptions. |
| | | X | u. Estimate for Movement of Utilities. |
| X | | | v. Quantity Summary. |
| X | | | w. Cost Estimate. |
| | | X | x. Narrative Report of Survey. |
| X | | | 2. Have all traverses that are required for the preparation of Metes and Bounds Descriptions been closed? |
| | | X | 3. Have all required temporary easements been designated as to area, type and duration? |
| X | | | 4. Have you taken into consideration the mechanics and properties of the various types of soil encountered? |
| | | X | 5. Have samples of the surfacing materials been submitted for test by the Salem laboratory? |
| | | X | 6. Have you investigated drift conditions (snow and sand)? |
| | X | | 7. Are there slide conditions apparent? |
| X | | | 8. Have you been over this project with a Soils representative? |
| X | | | 9. Have you been over this project with a R/W representative? |
| | | X | 10. Has a typical section of the following been platted on the location profile? |
| X | | | a. Roadbed Grading, with Surfacing. |
| | | X | b. Retaining Walls. |
| | | X | c. Slope Benching. |
| | | X | d. Hand Placed Slopes. |
| | | X | e. Rip Rap Work. |
| | | X | f. Irrigation Ditches. |
| | | X | g. Special Drainage Ditches. |
| | | X | h. Channel Changes. |
| | | X | i. Flumes. |
| | | X | j. Sidewalks, Curbs and Gutters. |
| | | X | k. Tunnel (Drainage). |
| | | X | 11. Is relocation of a scale site necessary? |
| | X | | 12. Does this project involve construction of a frontage road? |
| | X | | 13. Will there be unusual difficulty in handling traffic during construction? |
| X | | | 14. Have all important alignment points been referenced? |
| | | X | 15. Have all location problems been discussed in the Narrative Report of Survey? |

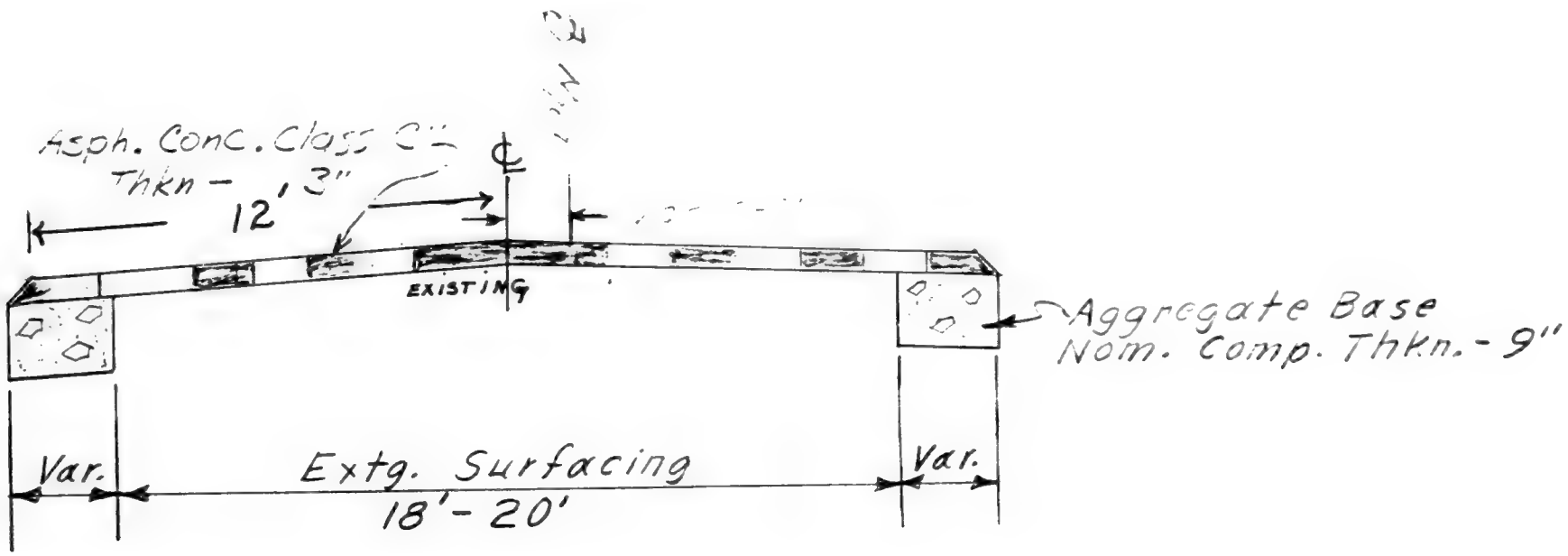
* Non Applicable

Signature KEATS OLIVER Locating Engineer

Address ALBANY

# TYPICAL SECTION

SCALE: VERT 1" = 2'  HORZ = 1" = 5'



FEBRUARY 1988

SECOND S

Gravel

18" Conc. ?

2½" Tele Conduit ?

Existing Edge Pavement ?

Main St." 8+00.00

R/W ℄ " 8+00.00

To Valsetz

6

Feather

Conc. S.W.

To Valsetz

SECOND S

Gravel

Existing Edge Pavement

18" Conc. ?

2½" Tele Conduit

Tele Pedestal

Conc. S.W.

Feather To Match Ex. Pvmt.

STREET Paved

BEGINNING STA.

Speed 20

Conc. S.W.

Fd 3/4" pipe

3/4" serv.

10" I STOP

#168

OAK

Tele Ped Box

12" conc Z

WATER 8" Z 6" Z

NORTH

11

12

+82
16'

20'R

OAK

Tele Vert. box

ppl 213705

OAK

Mews Box

OAK

ppl 213706

Conc S.W.

A.C. S.W.

Fd 3/4" Pipe

3/4" serv.

Fd 3/4" pipe

55'R

+82
16'
Gravel

1

Tele Conduit

STOP

8" To River

FIRE

Fd 3/4" pipe

3/4" serv.

Gravel

24'

18" STOP

Conc. S.W.

Tele Vert. box

WIGB

OAK

12" conc. ?

WATER 8"? 6"?

12" conc. ?

NORTH MAIN

11

12

+82

16'

Gravel

20' R

Tele Vert. box

PPL 213705

OAK

News box

OAK

PPL 213706

Conc S.W.

A.C. S.W.

Fd 3/4" pipe

3/4" serv.

Fd 3/4" p

3/4" Serv.

Fd ½" IP

3/4" Serv.

Perf. Field Drn.

Conc. S.W.

Tele Jct. Box

PPL 213740

10" Z

Blind Conn.

WATER

STREET

13

14

15

School xing

News Box

Tele Conduit

Tele Jct. Box

PPL 213707

OAK

A.C. S.W.

Conc. S.W.

Fd 3/4" pipe

1

+72

14'

Gravel

3/4" Serv.

+49

10'

Gravel

Fd 3/4" Bolt

3/4" Serv.

Fd ½" IP

3/4" Serv.

Perf. Field Drain

Conc. S.W.

Tele Jct. Box

MAIL BOX

PPL 213740

10" Z

Blind Conn.

WATER

Concr. S.W.

14

15

School xing

MAIL BOX

PPL 213707

OAK

A.C. S.W.

Conc. S.W.

Fd 3/4" Bolt

Tele Jct. Box

3/4" Serv.

+72

14'

Gravel

+49

10'

Gravel

1

BOUNDARY END

STOP

Gravel

Dead End

Fd 3/4" pipe

Chain Link Fence

PPL 214710

℄ 2½" Tele Conduit

12"ø

6"ø

24"

"N. Main St." 17+00

"R/W ℄" 17+00

To Dallas

16

17

Feather To Match Extg. Pvmt.

SPEED ZONE

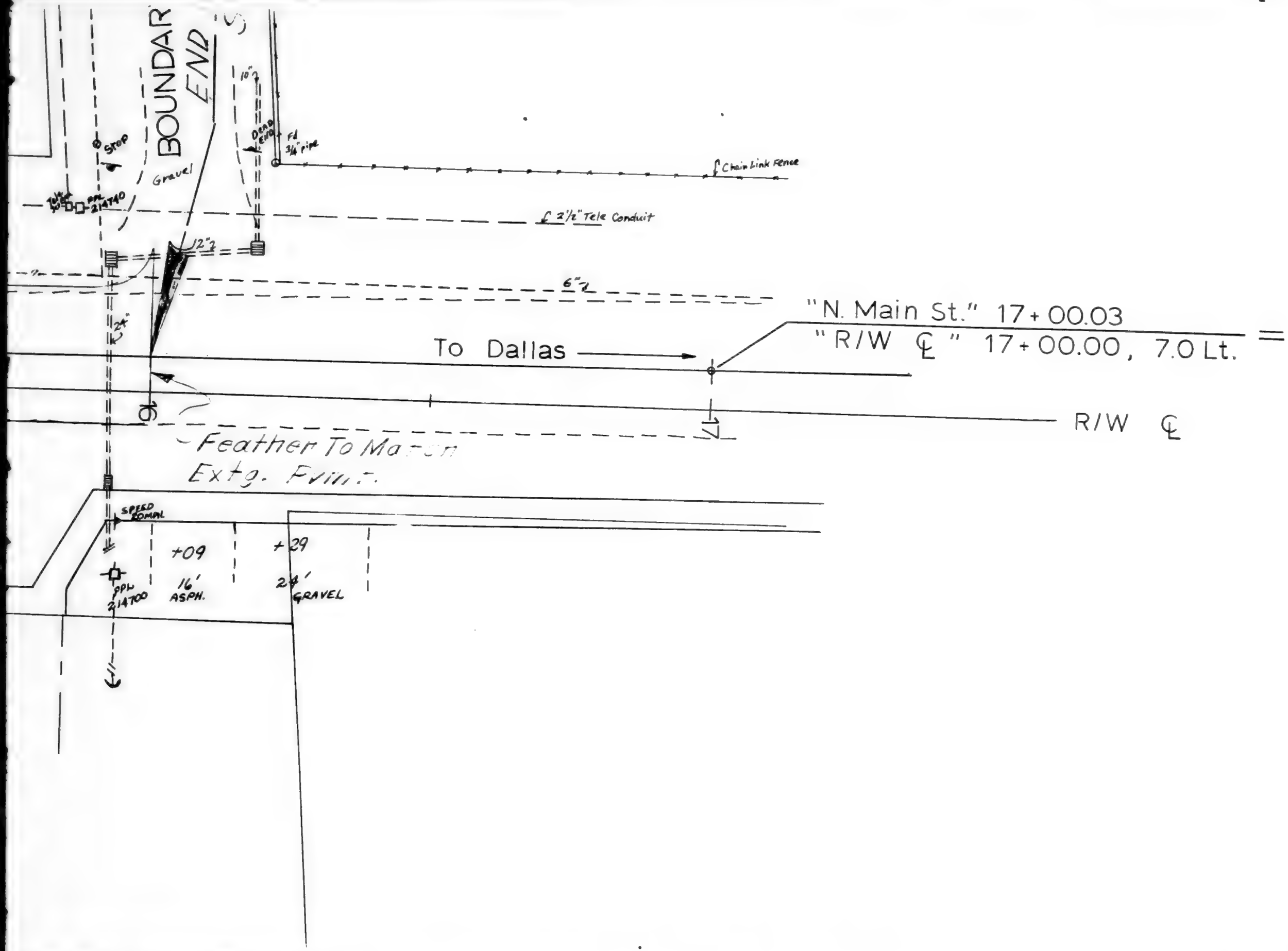
+09

+29

PPL 214700

16' ASPH.

24' GRAVEL


BOUNDARY END
Gravel
Stop
Dead End
Fd 3/4" pipe
℄ Chain Link Fence
℄ 2½" Tele Conduit
2"
6"
24"
To Dallas
"N. Main St." 17+00.03
"R/W ℄" 17+00.00, 7.0 Lt.
R/W ℄
Feather To Match
Extg. Pvmt.
SPEED NORMAL
+09
+29
16' ASPH.
24' GRAVEL
PPL 214700

January 29, 1980

City of Falls City
City Hall
Falls City, OR 97344

AGR 4

Attention: Velta Mack
City Recorder

MISC. CONTRACTS and
AGREEMENTS No.....

Gentlemen

Attached for your records is a fully executed copy of an agreement covering improvement of North Main Street from Boundary to Dayton streets.

We have retained a fully executed copy of this agreement for the Transportation Commission's files.

Sincerely,

Robert W. Hormsen
COMMISSION SERVICES

fkn

tt.

bc Don Harwell (agree. att.)

Form 81-734-3039

(FCN0001)

OREGON STATE HIGHWAY DIVISION

# AUTHORITY FOR SURVEY

Section N. Main Street - Falls City

Date 12/3/ 19 79

Highway City Street -(Boundary to Dayton)

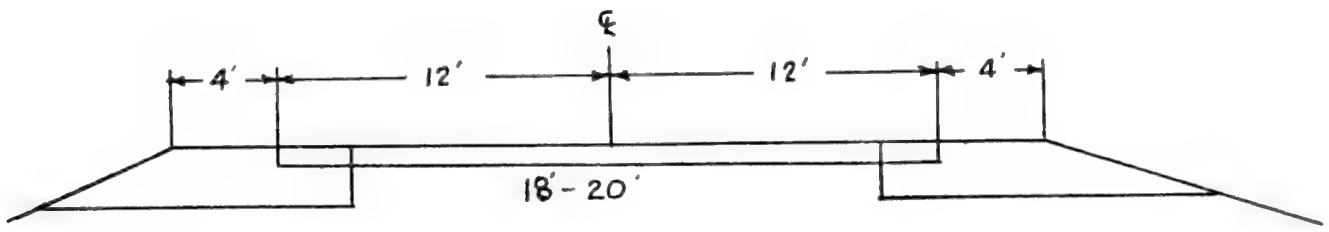
Authorization No. 1

County Polk

Survey Prefix 327-1470 (Assigned by Salem office)

Description of termini, route, length, etc.: The westerly terminus is Boundary Street; the easterly terminus is Dayton Street. The project length is 710 feet.

Typical Section




Purpose of survey: Prepare plans, specifications and estimate of cost to grade shoulders, remove soil areas in existing streets and surface street.

Estimate of Costs:

| | | |
|---|---|---|
| Resident Engineer | (901) | $3,000 |
| Final Design | (905) | 2,000 |
| Soils & Geology | (910) | 750 |
| Utility Liaison | (914) | 500 |
| Specifications | (921) | 800 |
| Adm Serv (Eng) | (922) | 50 |
| Environmental | (923) | 50 |

INSTRUCTIONS

Submit four copies to Salem. After approval by the Assistant State Highway Engineer, one copy will be sent to the Regional Engineer and one copy to the Resident Engineer.

**This form does not constitute authority for making survey until approved and returned.**

Submit separate order for each survey

Total estimated cost of survey . . . . . $ 7,150

Previous authorization . . . . . .

Additional authorization requested . . . . .

Additional authorization approved (Salem) . .

Total all authorizations approved (Salem) . . .

Requests made by:

Field Engineer

Recommended for Approval:

Regional Engineer

Recommended for Approval:

Frank E. Perkins

Location Engineer

Approved:

E S Hunter

Assistant State Highway Engineer

SP*19760-734

November 20, 1979

IM 3-2

City of Falls City
City Hall
Falls City, Oregon 97344

Attn: W. Bruce Pete
City Administrator

Dear Mr. Pete:

Your proposed project on North Main Street (Boundary to Dayton), was submitted and approved by the Transportation Commission for construction in 1980 under the Special City Allotment Program (ORS 366.805).

Your proposed project, based upon a reconnaissance investigation, is roughly estimated to cost $27,600 with the State contributing $25,000.

The next step is for us to prepare a Construction Agreement and submit it, through our Region Office, for your City Council to consider and approve.

If you have any questions, feel free to contact this office, 207 Transportation Building, Salem, Oregon 97310, Phone: 378-6011, or:

Phil Stearns
Region Federal Aid Engineer
East Highway Building
Salem, Oregon 97310
Phone: 378-2626

Very truly yours,

D. E. Swan
Operation Programming Engineer

FFH:nf

cc: Region 2

DATE: November 6, 1979

IMT 3-2

TO: OREGON TRANSPORTATION COMMISSION

FROM: H. S. Coulter
State Highway Engineer

SUBJECT: Special City Allotment
1980 Program
Finance Approval

Presented herewith at the November meeting will be the attached tabulation showing the distribution of 1980 Special City Allotment Program Funds.

This allocation has been distributed in accordance with the Working Agreement, as developed with LOC.

SCA Funds for the projects are estimated for Fiscal Year 1980 at $250,000, with Local Agency's match funds at $164,105.

The program projects have been investigated and are eligible for funding. I recommend your approval of the projects and request authorization to sign the necessary agreements for and on your behalf.

Attachment

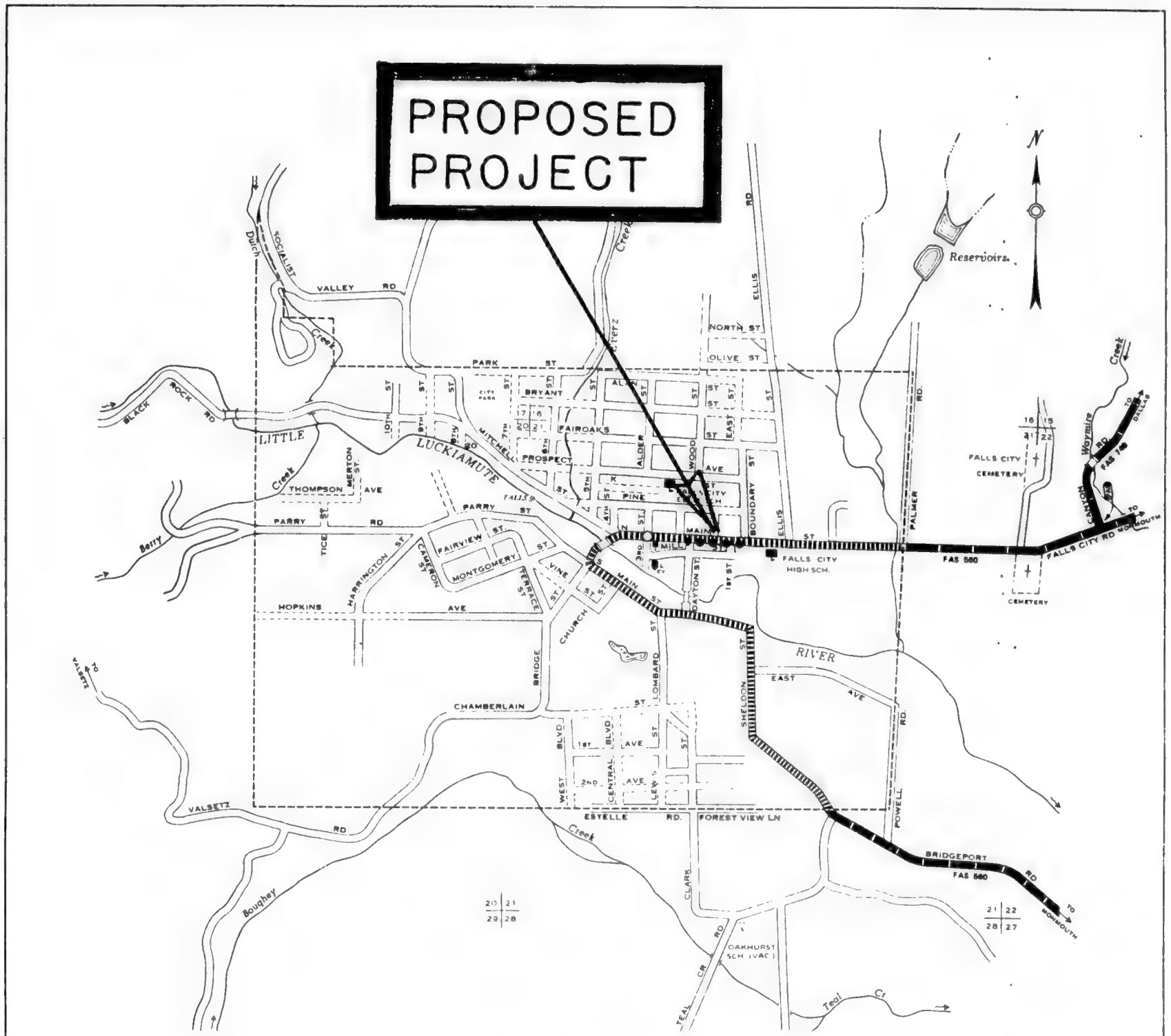
FFH:pf
bcc: F. B. Klaboe
C. W. Head
L. W. Rulien
H. S. Hunter
D. H. Hoehring
R. L. Schroeder
C. T. Keaney
J. H. Veatch
C. O. Christensen
D. E. Swan
G. Bell

City of Falls City
Proposed Special City Allotment Project

The City of Falls City is requesting a $30,690.00 project for preliminary engineering and construction of 0.13 miles on North Main Street (Boundary to Dayton Street) Section. The project will provide plans and contract documents for widening and 2-inch Asphaltic Concrete Overlay. The State will perform the preliminary and construction engineering work. All costs over Preliminary Engineering and $25,000 Construction costs will be provided by the City of Falls City. In Summary:

| Jurisdiction | Section | Total Est. Cost | SCA Funds | City Share | State Share |
|---|---|---|---|---|---|
| City of Falls City | North Main Street (Boundary to Dayton) | $30,690 | $25,000 | $2,690 | $3,000 |

This office investigated the proposed project confirming its validity and financing utilizing Special City Allotment Funds.




T8S R6W W.M.

# FALLS CITY

POLK COUNTY, OREGON

LEGEND

- FEDERAL AID INTERSTATE SYSTEM
- FEDERAL AID PRIMARY SYSTEM
- FEDERAL AID SECONDARY SYSTEM STATE
- FEDERAL AID SECONDARY SYSTEM COUNTY
- OTHER FEDERAL AID SECONDARY LOCAL
- TERMINATION OF FA SYSTEM
- TERMINATION OF ROUTE
- [illegible] HIGHWAY
- UNDIVIDED HIGHWAY [illegible] LANES
- STREET OPEN FOR TRAVEL
- STREET DEDICATED BUT NOT OPEN
- INTERSTATE NUMBERED ROUTE
- U.S. NUMBERED ROUTE
- STATE NUMBERED ROUTE
- POST OFFICE
- PUBLIC BLDG.
- CITY LIMITS
- LIBRARY

[illegible] BY THE
OREGON STATE HIGHWAY DIVISION
IN COOPERATION WITH
U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

Population 775

Revised November 1973

October 31, 1979

INT 3-2

City of Falls City
City Hall
Falls City, Oregon 97344

Attn: W. Bruce Pete
City Administrator

SUBJECT: SPECIAL CITY ALLOTMENT PROGRAM

Dear Mr. Pete:

Your project request for improvement on W. Main is now estimated to cost $27,690 with the City's cost being $2,690. If this estimated cost is within your financial means, please notify Fred Hildebrandt, 207 Transportation Building, Salem, Oregon 97310, Phone: 378-6011, by mail or phone no later than November 7, 1979. This program will be presented to the Transportation Commission at its meeting on November 20, 1979.

Very truly yours,

[illegible]
D. E. Swan

D. E. Swan
Operation Programming Engineer

FFH:pf

cc: Region 2, Phil Stearns

SPECIAL CITY ALLOTMENT FUND
INVESTIGATION DATA

City: Falls City Date 9-6-79 No. of Previous Projects 4
Population: 1974: 775 1979: 820 Last Project 1971 (Year)
Street: N. Main St. (Boundary to Dayton) Total SCA Funds $ 71,322
Funds/Capita $ 81.98
Average/Capita $ 43.10
Project Length 0.13 Mile (710 Ft) Right-of-Way Width 80 Feet

| | Existing | Minimum | Proposed |
|---|---|---|---|
| Uncurbed Street | | | |
| Width of Travelway: | ____ ft. | 12 feet | 12 ft. |
| Width of Shoulders: | ____ ft. | 4 feet | 4 ft. |
| Curbed Street | | | |
| Width of Travelway: | ____ ft. | 12 feet | ____ ft. |
| Width of Parking: | ____ ft. | 6 feet | ____ ft. |
| Base Design | | | |
| Base Course: | ____ in. | 9 in. | 9 in. |
| Leveling Course (Optional): | ____ in. | 2 in. | ____ in. |
| Type of Surfacing: (i.e.: Oil, Asphalt, Gravel) | ____ | Asphalt | Asphalt |
| Depth of Surfacing: | ____ in. | 3 in. | 3 in. 1" Overlay. |

Type curbs: _____ Walks: Width _____ ft. Length _____ ft.
Can street be closed during construction? No X Yes ____
Remarks: _____

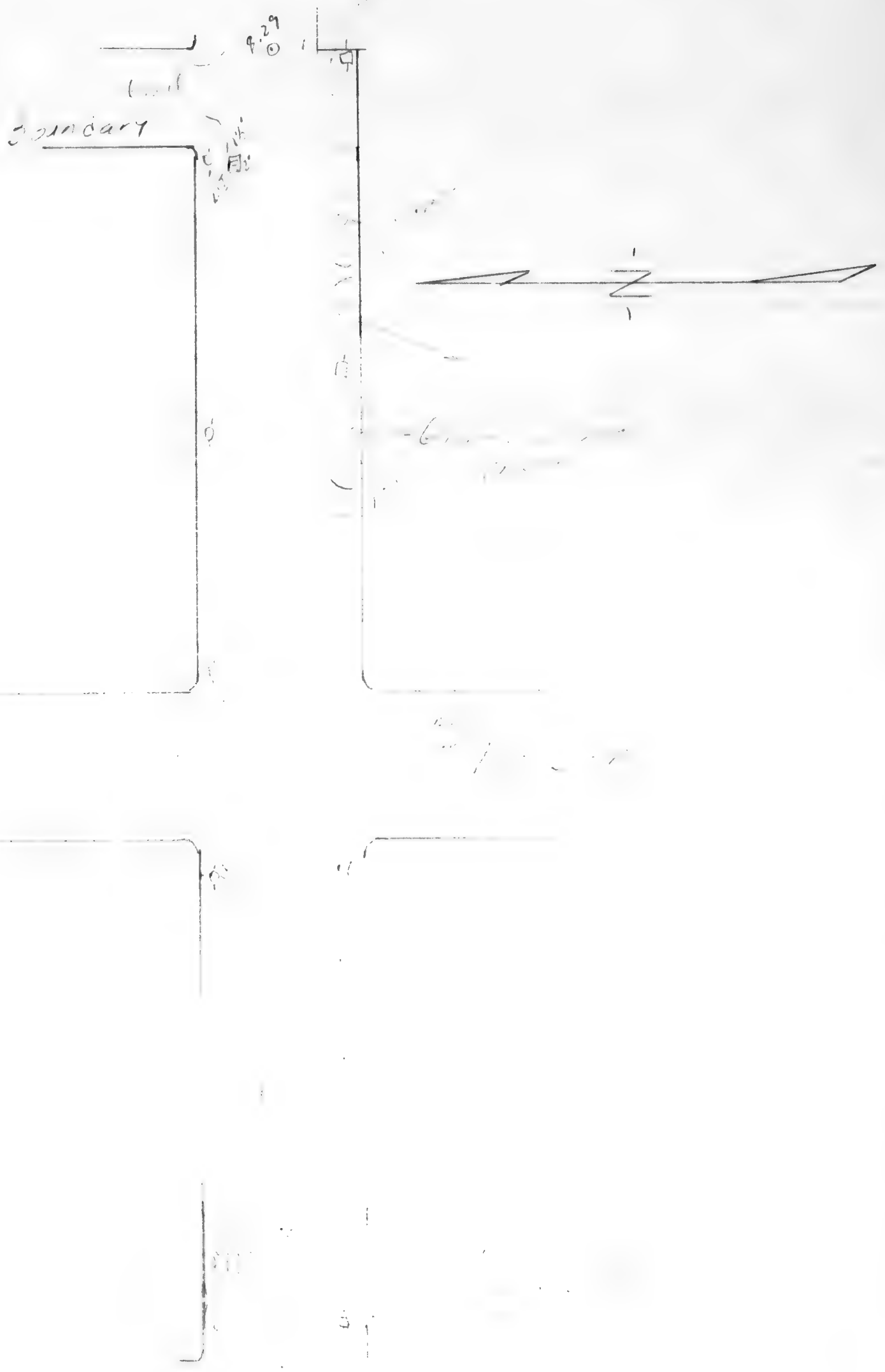
Preliim. Pr. 9-6-79 SS

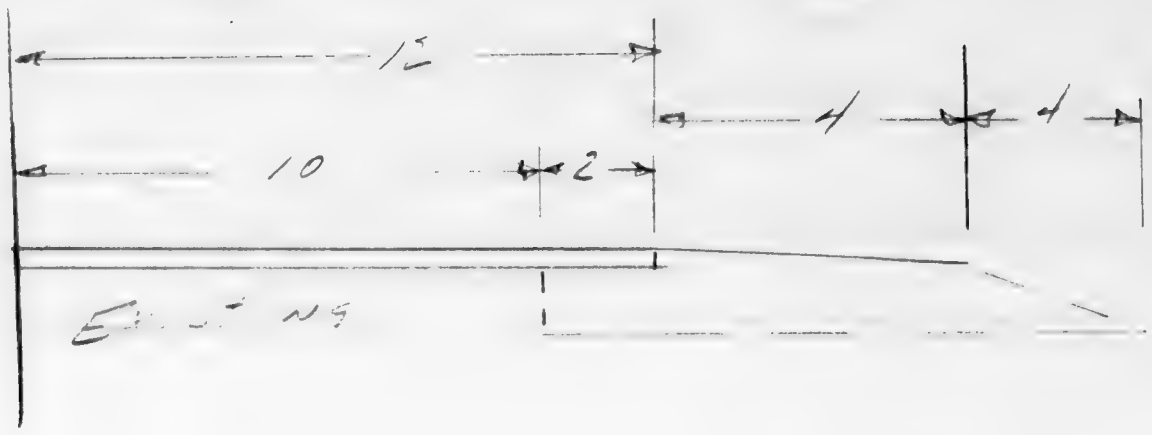
ESTIMATE

| | Unit | Gross* | Price | Amount |
|---|---|---|---|---|
| MOBILIZATION | ALL | $ 8% | $ | $ 16[illegible] |
| TEMP. PROT. & DIRECT TRAFFIC | ALL | 3% | | [illegible] |
| GENERAL EXCAVATION | CU. YD. | 580 | 9.50 | $ 5[illegible] |
| 1½-0 AGGR. BASE 9 DEEP | SQ. YD. | 1385 | 5.50 | 7[illegible] |
| CEMENT TREATED SUBGRADE | CU. YD. | | | |
| CEMENT IN TREATMENT | TON | | | |
| CLASS "C" AC 1 DEEP | SQ. YD. | 2770 | 2.50 | 69.25 |
| CONCRETE INLETS | EACH | | | |
| CONCRETE CURBS | LIN. FT. | | | |
| CONCRETE WALKS | SQ. YD. | | | |
| CONCRETE DRIVEWAYS | SQ. YD. | | | |
| ___ INCH SEWER PIPE | LIN. FT. | | | |
| ___ INCH CULVERT PIPE | LIN. FT. | | | |
| ADJUST MANHOLES | EACH | | | |
| ADJUST INLETS | EACH | | | |
| | | | | |
| | | | | |
| | | | | |
| | | | | |
| | | | | |
| Flagging | | | | [illegible] |
| | | | Total | $ [illegible] |
| | | | Engineering & Contingencies (20%) | [illegible] |
| | | | Total | $ |
| | | | City's Estimated Share of Survey | $ |
| | | | TOTAL ESTIMATED COST | $ [illegible] |

*Items include 10% allowance.

FALLS City
N. Main




12
4
4
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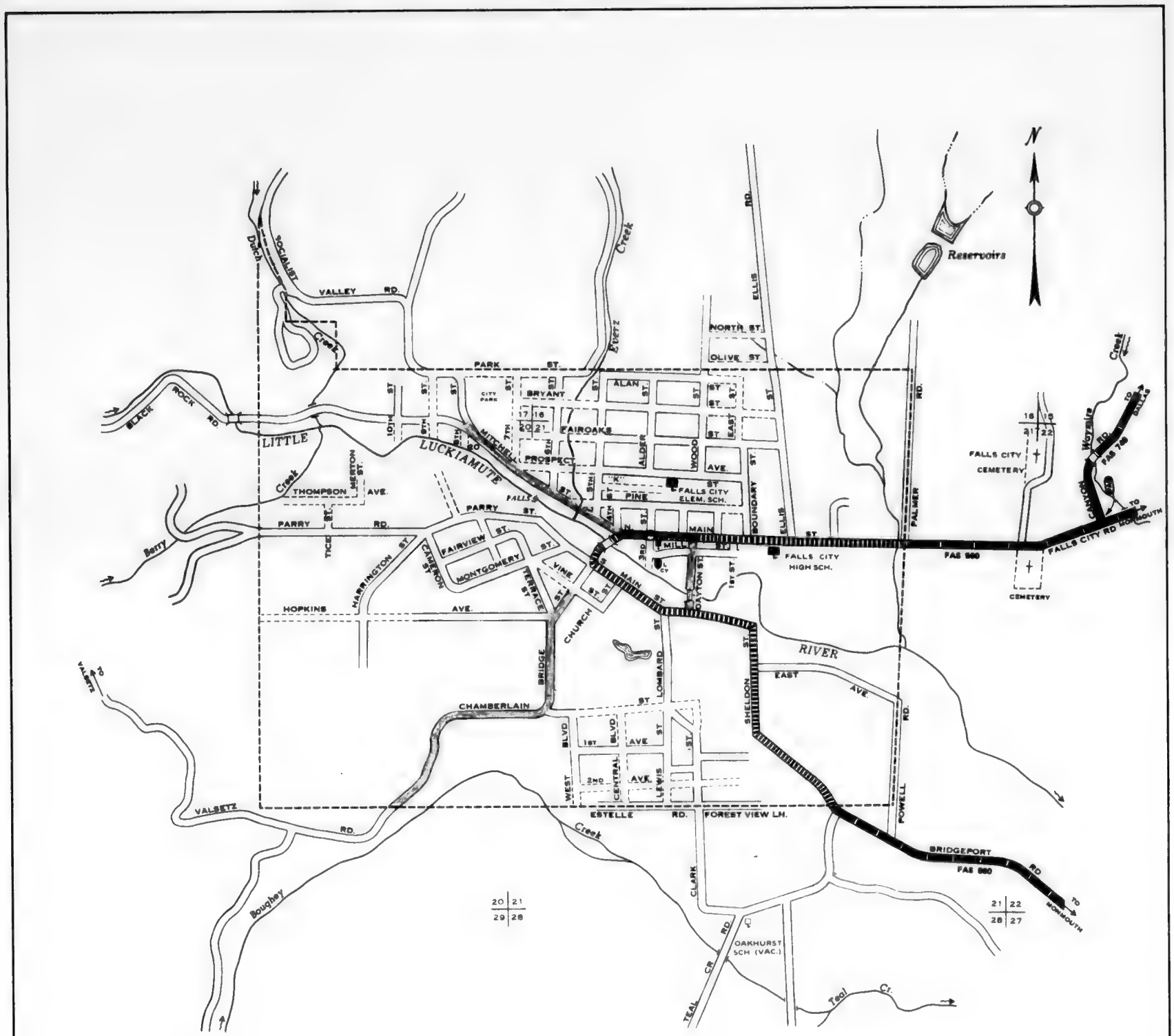
2




# FALLS CITY

POLK COUNTY, OREGON

PREPARED BY THE
OREGON STATE HIGHWAY DIVISION
IN COOPERATION WITH THE
U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

**Population 776**

Scale in Feet

Revised November 1973

LEGEND

- FEDERAL AID INTERSTATE SYSTEM
- FEDERAL AID PRIMARY SYSTEM
- FEDERAL AID SECONDARY SYSTEM STATE
- FEDERAL AID SECONDARY SYSTEM COUNTY
- OTHER FEDERAL AID SECONDARY LOCAL
- TERMINATION OF FA SYSTEM
- TERMINATION OF ROUTE
- DIVIDED HIGHWAY
- UNDIVIDED HIGHWAY NO OF LANES
- STREET OPEN FOR TRAVEL
- STREET DEDICATED BUT NOT OPEN
- INTERSTATE NUMBERED ROUTE (PAI)
- U.S. NUMBERED ROUTE
- STATE NUMBERED ROUTE
- POST OFFICE
- SCHOOL
- CITY CENTER
- R.R. DEPOT
- CITY LIMITS
- PUBLIC BLDG
- CH CITY HALL
- LH LIGHT HOUSE
- A ARMORY
- L LIBRARY

FILES April 18, 1979

Fred Hildebrandt
Cities-Coordinator

City of Fall City
N. Main (Boundary to Dayton)

On stopping at Fall City City Hall I met the Public Works Director and his assistant. The City Hall was not opened so I talked to them. We went and looked over the proposed project, it being two blocks of broken-up pavement, 18-foot top and gravel shoulders. They told me that the Siletz Railroad has been closed and all truck traffic routed through town. The Valsetz mill is hauling logs, (no load limit) through town at the rate of approximately 1 every 15 minutes. There is also about 5 large loads of chips from Fall City each day. All trucks making return trips loaded with bark dust for fuel at the mill.

There is another mill which will be hauling logs from Black Rock Road, (to the North of town). This crossing the same roadway, creating additional truck traffic.

I then talked to Bruce Peet the representative for the City. He also indicated the heavy truck traffic. He did say that they would like to, "if their preference would stand," cut down at the edge of pavement and widen by approximately 2 feet for a 12 foot top lane with 4-foot gravel shoulders. Also, laying 2-inches of asphalt over the existing pavement. There is one spot of approximately 100-feet long, which would have to be completely removed.

Peet did state that at the very most, they would be able to come up with from 2 to 3 thousand dollars over the $25,000. He wanted to look at the whole project they requested to see the overall cost. Bruce Peet did say that they had talked to one of the hauling outfits, I believe it was Western Willamette and they were willing to cooperate with anything the City was doing. Also, the County has indicated that they might be willing to put up some forest monies to do the rest of the street down through town with a 2-inch overlay. The roadway by the bridge going toward Valsetz is pretty well broken up and would take probably a complete replacement in that area for a good 100-feet. They think that maybe the County will take care of this portion.

This project does meet the criteria of heavy and unusual traffic in the form of log trucks and chip trucks. He did say that he would prefer a State Administered project. I would rate this project as a 20 minus 4 previous projects for a 16.

FH:pf

cc: Reg 2

SPECIAL CITIES ALLOTMENT

3-9-79

RESOLUTION

355

WHEREAS, under the provisions of ORS 366.800 and 366.805 there has been withdrawn from state highway funds appropriated for allocation to the several cities of the State of Oregon the sum of Two Hundred Fifty Thousand and No/100 ($250,000) Dollars, and said sum has been set up in a separate account to be administered by the Oregon Transportation Commission and to be spent each year by said Commission upon streets not a part of the state highway system, within cities which are receiving excessive wear through sudden increases in population in the area or heavy and unusual traffic; and

WHEREAS, the City of Falls City is an incorporated city of the State of Oregon and has a population of 870 as given by the latest official census; and

WHEREAS, the following streets of said city, North Main Street between Boundary and Dayton

are not a part or parts of the state highway system, but are streets under the jurisdiction and control of said city which are "receiving excessive wear through sudden increase in population in the area or heavy and unusual traffic," and

WHEREAS, said streets are and each of them is in need of repair, reconditioning, and other major improvement,

NOW, THEREFORE, the members of the City Council, in regular or special session assembled, do hereby find, declare, and resolve:

1. That the aforesaid named streets of said city are in need of repair, reconditioning, and other major improvement.

2. That said streets are in their present state and condition of disrepair by reason of excessive wear through sudden increases in population in the area, or by heavy and unusual traffic.

3. That the Oregon Transportation Commission hereby is respectfully requested to consider and declare said streets as qualified for reconditioning, repair, and other improvement out of funds allocated and made available by and through the said $250,000 appropriation of state highway revenues which is to be administered and spent by the Transportation Commission.

4. That the City of Falls City does hereby offer to Transportation Commission and does hereby pledge complete cooperation and assistance to the end that said city may share and participate in the use and benefit of said special fund and appropriation; and therefore does designate Mayor John McGee as the official representative of the city in all negotiations resulting from this request.

Passed and approved this 5th day of March, 1979.

There is attached hereto and made a part hereof, a city map on which is indicated the street, streets, road, or roads described in this resolution.

* * * * * * * *

I hereby certify that the foregoing resolution was passed and approved by the City Council of the City of Falls City at a regular or special meeting of said Council, held on the 5th day of March, 1979, and the above copy is a true and correct copy of the original and of the whole thereof.

Dated this 9th day of March, 1979.

City Recorder

Revised 1-1-79

SPECIAL CITY ALLOTMENT APPLICATION

CITY OF FALLS CITY Date February 26, 1979

Street Name North Main Street (From Boundary St. To Dayton St. )
(Locate project on attached map)

Project Length 708 Feet

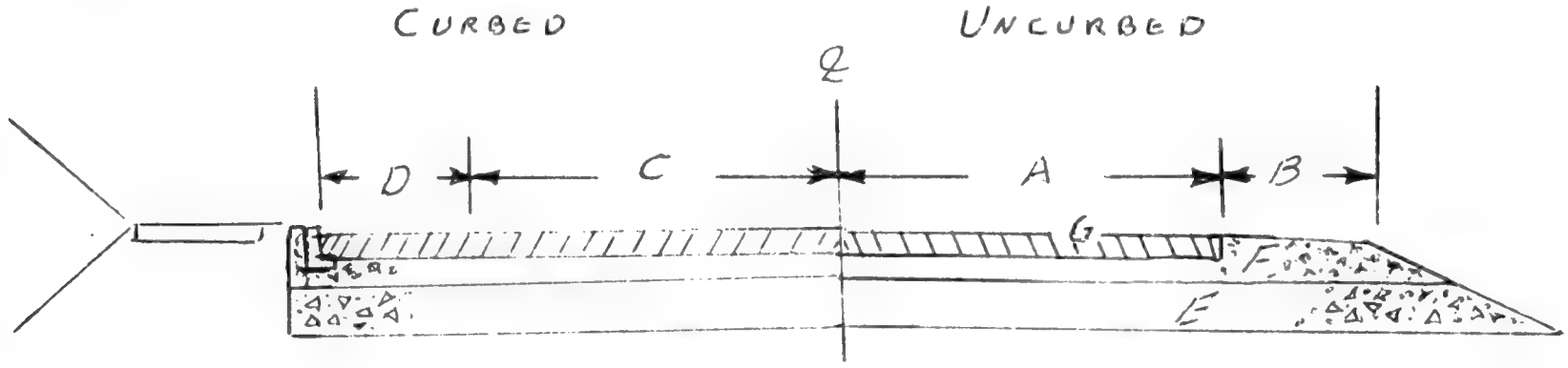
Up to $25,000 Special City Allotment Funds and NO City Funds

City Funds will be available after (Date) _____

ROADWAY PROJECT DATA

DESIRED STREET SECTION:

TYPICAL SECTION




| | | | EXISTING | MINIMUM | PROPOSED |
|---|---|---|---|---|---|
| Uncurbed Street: | A - width of travel way: | | 9-10 Feet | 12 Feet | 12 Feet |
| | B - width of shoulders: | | 6-8 Feet | 4 Feet | 4 Feet |
| Curbed Section: | C - width of travel way: | | ____Feet | 12 Feet | ____Feet |
| | D - width of parking: | | ____Feet | 6 Feet | ____Feet |
| Base Design: | E - Base Course: | | unknown Inch | 9 Inch | 9 Inch |
| | F - Leveling (Optional): | | ____Inch | 2 Inch | ____Inch |
| | G - Type of Surfacing: (I.e. Oil, Pave or Gravel) | | pave | Asphalt | asphalt |
| | | Depth of Surfacing | 2 Inch | 3 Inch | 3 Inch |

X Can street be closed during construction? No X Yes____ (1 lane closure OK)

Has City established grade on street? No X Yes____

Site for disposal of excess excavated material: City property on Socialist Valley Road

Remarks:

DRIVEWAYS:

Construct as part of project? No X Yes____ How many?____

Does city ordinance specify width and number of driveways permitted? No____ Yes____

Remarks:

CONCRETE CURBS:

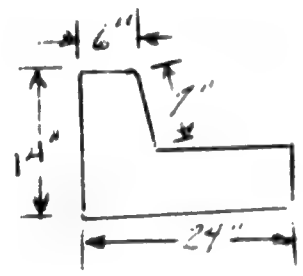
Construct as part of project. NO Now in place ____

Width between present curbs: ____Feet

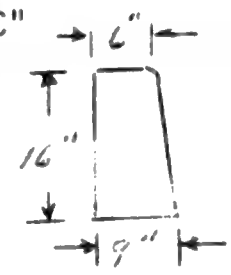
Length of desired radius on curb returns: ____Feet

What type of curbs does city desire?

A
Monolithic




B
Type "C"




C
Other

Explain

SIDEWALKS:

Construct as part of project. No X Yes_____

| Width | Length | Side of Street |
|---|---|---|
| _____feet | _____feet | North_____East_____ |
| _____feet | _____feet | South_____West_____ |

Distance between present sidewalks:_____feet

Is utility strip required? No_____ Yes_____: Width: _____feet

Remarks_____

_____

_____

_____

STORM SEWERS:

Construct as part of project._____ Now in place X

Are they adequate for increased flow? No_____ Yes X

Indicate depth of main lines from present surface: 2 to 3 feet

(Show location of outfall on attached map)

SANITARY SEWERS: (City to adjust if required)

Now in place? No X Yes_____

Depth of sewers from present surface:_____feet

Remarks:_____

_____

_____

_____

## BRIDGE PROJECT DATA

1. Name of Bridge: NONE Bridge No._____

2. Name of River or Stream:_____

3. Does City wish a particular type of bridge design? No_____ Yes_____

   Type desired:_____

   _____

4. Roadway width of bridge:_____

5. Width of sidewalks: on upstream_____downstream_____side of bridge?

6. Will detour be constructed and maintained by City?_____

   By contractor?_____

7. Construct approaches or connections? By City_____ By Contractor_____

8. Will old bridge remain in place?_____ Removed by City?_____

   By Contractor?_____Salvaged for future use?_____

9. Lightpost bases and conduit installed? No_____ Yes_____

10. Will any of the following utilities be attached to this structure?

    a) Water Mains: No_____ Yes_____ Size_____

    b) Sanitary Sewer Mains: No_____ Yes_____ Size_____

    c) Storm Sewer Mains: No_____ Yes_____ Size_____

    d) Gas Mains: No_____ Yes_____ Size_____

    e) Power Lines: No_____ Yes_____

    f) Telephone Lines: No_____ Yes_____

    g) Other Utilities?_____

11. Remarks:_____

    _____

    _____

    _____

    _____

## GENERAL INFORMATION:

RIGHT-OF-WAY: (City shall, without cost to State, provide all right-of-way required)

Width of present right-of-way: 80 feet

Additional right-of-way required? No X Yes____

State to furnish right-of-way descriptions? No X Yes____

WATER MAINS: (City to adjust if required)

Now in place? No____ Yes X How deep from present surface? 3 feet

Remarks_____

_____

FRANCHISED UTILITIES: (City is to arrange for any required adjustment)

Gas lines? No X Yes____ Company? _____

Electric Poles? No X Yes____ Company?_____

Telephone poles? No____ Yes X Company? Both poles and cables at edge of R/W

Railroad tracks? No X Yes____ Company?_____

Is crossing presently protected by automatic railroad signals? No____ Yes____

Remarks:_____

_____

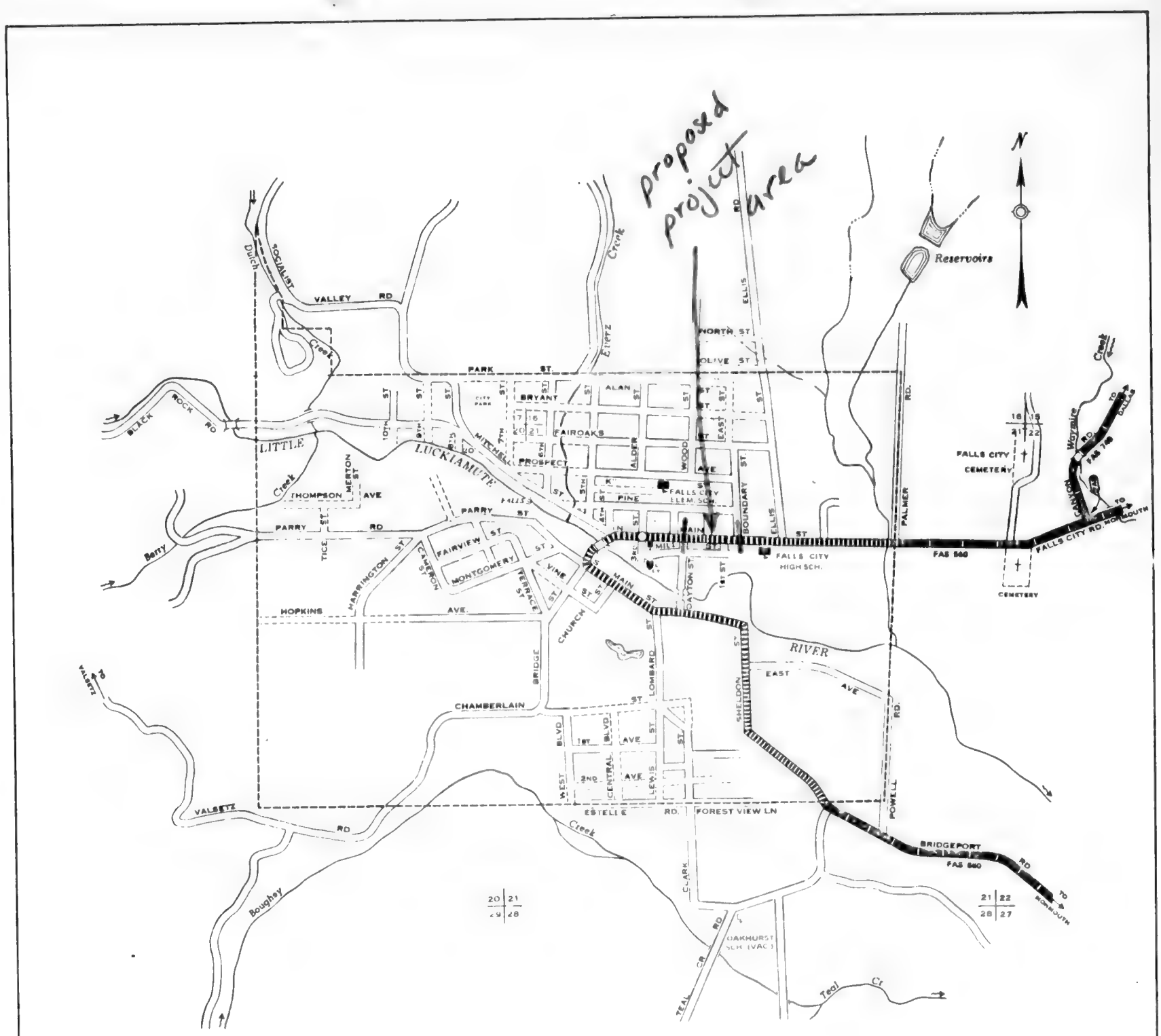
_____

General remarks: This portion of N. Main Street has not received major improvements for 15 or more years. Significant increases in industrial traffic over this route are anticipated in 1979, due to closure of Valley & Siletz Railroad, and planned logging and quarry activities in Black Rock area.

By John F McGee
Mayor

By C E Epi
City Recorder

By W. Bruce Tait
City Administrator or City Engineer




T8S R6W W.M.

# FALLS CITY

POLK COUNTY, OREGON

LEGEND

- FEDERAL AID INTERSTATE SYSTEM
- FEDERAL AID PRIMARY SYSTEM
- FEDERAL AID SECONDARY SYSTEM STATE
- FEDERAL AID SECONDARY SYSTEM COUNTY
- OTHER FEDERAL AID SECONDARY LOCAL
- TERMINATION OF FA SYSTEM
- TERMINATION OF ROUTE
- DIVIDED HIGHWAY
- UNDIVIDED HIGHWAY NO OF LANES
- INTERSTATE NUMBERED ROUTE
- U.S. NUMBERED ROUTE
- STATE NUMBERED ROUTE
- POST OFFICE
- SCHOOL
- PUBLIC BLDG
- CITY HALL
- COURT HOUSE
- ARMORY
- LIBRARY
- RR DEPOT
- CITY LIMITS

PREPARED BY THE
OREGON STATE HIGHWAY DIVISION
IN COOPERATION WITH
U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

Population 775

Scale in Feet

Revised November 1973

PINE STREET

2ND ST.

1ST ST.

BOUNDARY

NORTH MAIN STREET

5400 4700 4600 4300 4301 4400 4500 4200 4100 4000 3800 3900 3700 3600 3500 1100 1000 900

SEE MAP 8 6 21BC

SEE MAP 8 6 21BD

Storm Drainage

- drop box
- culvert
- flow ditch

Street Condition

— edge of existing pavement

PINE STREET

NORTH MAIN STREET

1ST ST.

2ND ST.

BOUNDARY

PAYTON

SEE MAP 8 6 21BC

SEE MAP 8 6 21BD

Storm Drainage

drop box

culvert

flow ditch

Street Condition

— edge of existing pavement

DISTRICT ATTORNEY FOR POLK COUNTY
DALLAS, OREGON

May 7, 1958

Mr. Ralph Hoge
Polk County Surveyor
Polk County Courthouse
Dallas, Oregon

Dear Mr. Hoge:

You have inquired of this office as to the effect of a certain drawing of the boundaries and streets of the City of Falls City recorded in the year 1912.

I find in the Oregon Laws of 1911 the following chapter:

> "That all the public roads and highways within the corporate limits of the City of Falls City be and the same are hereby given, granted and transferred to the City of Falls City and the inhabitants thereof, to become and be as a part of their city streets and said city, and its corporated authorities are hereby given and granted full control with power to improve said streets hereby granted, the same as other streets of the city, and the same shall be subject to the charter, laws and ordinance of said city, and all other laws relating thereto, the same as other streets of said city."

The above material is taken from Chapter 110, 1911 Oregon Laws, which indicate that the act was filed with the Secretary of State on February 18, 1911.

Very truly yours,

Marvin J. W[illegible]

MJW:...

## AN ACT

[H. B. 166]

To incorporate Falls City, in Polk County, Oregon, and to provide a charter therefor, and to repeal all acts or parts of acts heretofore passed to incorporate the town of Falls City and city of Falls City, in said county and state, and all amendments thereto, whether in conflict with this act or otherwise.

*Be it enacted by the Legislative Assembly of the State of Oregon; and,*
*Be it enacted by the People of the State of Oregon:*

Section 1. The inhabitants of "Falls City," in the county of Polk, and State of Oregon, and their successors within the limits hereinafter prescribed, are hereby constituted, created, and established a body corporate forever, by the name and style of "Falls City;" and by that name and style shall have perpetual succession, the right to sue and be sued, acquire and hold real and personal property within and without such hereinafter described limits, for any public, municipal, educational, or charitable purposes, and dispose of the same for the common benefit; to have and use a seal and alter the same at pleasure, and possess all the rights and powers incident to a municipal corporation.

Same as charter dated 1-1-1915

Section 2. The corporate limits of the said Falls City shall be as follows: Beginning at the northeast corner of the donation land claim of Theodore C. Tharp, notification No. 6743, claim No. 55, in township 8 south, range 6 west of the Willamette Meridian, in the county of Polk, and State of Oregon; thence west eighty chains; thence south seventy-two chains; thence east one hundred and one and six tenths chains; thence north three degrees thirty minutes east seventy-two and twenty hundredths chains to a point east of the place of beginning; thence west twenty-five and forty-one hundredths chains to the place of beginning.

Section 3. The power and the authority of the municipal corporation of Falls City is by this act vested in a mayor and city council, and their successors in office to be exercised in the manner hereinafter prescribed; and the word "council," whenever used in this act, shall be taken to mean the city council mentioned in this section.

Section 4. The council, for the purpose of municipal representation, shall consist of six members, and shall have the power, by ordinance, to subdivide the municipality into wards and to establish the boundaries of the same and apportion rep-

1980 Sunset Hills Memorial Pk. 9176
(Cemetery) Access on the Sunset
Hwy. (Gr, pav, struc, & sign.)

Smead
No. 2-152-5L
...INGS, MN - LOS ANGELES
...AN, OH - McGREGOR, TX U. S. A.

REPORT OF ACTION UNDER DELEGATED AUTHORITY BY

ASSISTANT STATE HIGHWAY ENGINEER

On behalf of the Commission and under delegated authority, the following contracts were accepted as being completed according to specifications:

| Contractor and Contract No. | Section and County | Acceptance Date |
|---|---|---|
| Weaver Const. Co. No. 9501 | McKay Cr. (Sumac) Bridge Umatilla County | Feb. 1, 1983 |
| Ross Bros. Const., Inc. No. 9414 | Fifteenmile Cr. Br. No. 15711A Wasco County | Feb. 2, 1983 |
| Serenity Builders, Inc. No. 9440 | Santiam & Oak Grove SRAs Marion & Linn Counties | Feb. 2, 1983 |
| Ameada Mining & Construction Co., Inc. No. 9532 | Celilo Rock Production Wasco County | Feb. 2, 1983 |
| Joe Preso Const., Inc. No. 9454 | Big Creek Bridge Union County | Feb. 2, 1983 |
| Cascade Const. Co., Inc. No. 9167 | NE Col. Blvd.-NE Weidler St. (Unit 3) Multnomah County | Feb. 3, 1983 |
| Schoolhouse R Electric No. 9520 | Crater Lake Hwy.@ Fred Meyer Access (Medford) Jackson County | Feb. 8, 1983 |
| Salem Sand & Gravel Co. No. 9467 | Willamette River (Marion Street) Bridge Marion County | Feb. 8, 1983 |
| Harry B. Stanley No. 9176 | Sunset Hills Memorial Park (Cemetery) Access Washington County | Feb. 11, 1983 |
| Eugene Sand & Gravel,Inc. No. 9372 | Willamette Hwy.@ Cloverdale Rd. Lane County | Feb. 15, 1983 |
| Bracelin-Yeager Excavating & Trucking,Inc. No. 9495 | Arizona Inn Slide Curry County | Feb. 23, 1983 |

NOTED
W. E. SCHWARTZ

RECEIVED
STATE HWY ENGR
MAR 15 '83
REFER TO
FOR
Info | Init. | R/D | D/R | Sign | Act | File

| Contractor and Contract No. | Section and County | Acceptance Date |
|---|---|---|
| Oregon Asphaltic Paving Co. No. 9344 | UPRR Crossing to Birch Ave. Multnomah County | Feb. 24, 1983 |
| Phil Howell Const. No. 9466 | Starvation Creek, Koberg Beach and Memaloose Safety Rest Areas Hood River & Wasco Counties | Feb. 28, 1983 |
| S. J. Groves & Sons Co. & Guy F. Atkinson Co., J.V. No. 8905 | Columbia River Bridge (N. Channel Super-structure) Multnomah, OR & Clark, WA Counties | Feb. 28, 1983 |

March 1, 1983

W. E. Schwartz, P.E.
Asst. State Highway Engineer

9176

February 15, 1983

U. S. Fidelity & Guaranty Co.
P. O. Box 1701
Portland, OR 97207

CON 5
#9176

Gentlemen or Ladies:

Contract No. 9176 awarded to Harry B. Stanley Construction for work on the Sunset Hills Memorial Park (Cemetery) Access on the Sunset Highway in Washington County was completed on October 31, 1982, and accepted by the State Highway Division on February 11, 1983.

The total contract amount is $446,762.01. No work was performed under force account.

You were advised previously that several claims had been filed with us against the performance bond on this contract. Only one claim now remains unpaid.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

dc

cc: Harry B. Stanley Construction
1922 McGilchrust, S.E.
Salem, OR 97302

bc: C. T. Keasey
Walt Hart
V. E. Skoog Attn: Frank Griffin
E. L. Hardt

1176

December 9, 1982

Morrison, Dunn, Miller, Carney & Allen
Attorneys at Law
851 S.W. Sixth Avenue
Portland, OR 97204

CON 5
#9176

Attention: Jennifer L. Palmquist

Gentlemen or Ladies:

Thank you for your letter of December 1, 1982, informing us that you have resolved your claims against Mr. Stanley.

This appears to be in connection with a claim filed on behalf of McDonald Industries in the amount of $567.63 for material supplied on Contract No. 9176 with Harry B. Stanley Construction for work on Sunset Hills Memorial Park (Cemetery) Access in Washington County.

This information will be noted in our records and we will advise the surety and contractor.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

js
cc: United States Fidelity & Guaranty Co.
P. O. Box 3459
Portland, OR 97208

Harry B. Stanley Construction
4371 Vernon Loop
Salem, OR 97303

WILLIAM H. MORRISON
JACK H. DUNN
F. BROCK MILLER
ROBERT R. CARNEY
ROBERT L. ALLEN
THOMAS H. TONGUE
GEORGE J. COOPER, III
CHARLES D. RUTTAN
ROBERT K. WINGER
G. KENNETH SHIROISHI
GILBERT E. PARKER, JR.
ANDREW S. CRAIG
BRADLEY O. BAKER
JACK D. HOFFMAN
JENNIFER L. PALMQUIST
STEVEN R. SMUCKER

MORRISON, DUNN, MILLER, CARNEY & ALLEN
ATTORNEYS AT LAW
851 S. W. SIXTH AVENUE, SUITE 1500
PACIFIC FIRST FEDERAL BUILDING
PORTLAND, OREGON 97204
TELEPHONE (503) 224-6440

RALPH R. BAILEY (1902-1974)

JAMES G. SMITH
NATHAN L. COHEN
BOYD J. LONG
(OF COUNSEL)

December 1, 1982

Mr. Robert Gormsen
Room 121
Transportation Building
Salem, Oregon 97310

Re: Sunset Hills Memorial Park (Cemetery)
Access Project, Sunset Highway Washington County
Surety United States Fidelity and Guaranty Company
Agent: A.G. Sadowski Company
Performance Bond No. 63-0120-2111-80

Dear Gormsen:

This is to notify you that we have resolved our claims against Mr. Stanley. Accordingly, we have dismissed the action we filed in the Circuit Court, Multnomah County. Should you be holding any funds for Mr. Stanley's account please be advised that we make no further claim against them.

Very truly yours,

Jennifer L. Palmquist

JLP:ss

cc: Susan Whitney

RECEIVED
DEC 3 1982
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

(L 82-22)
9176

bc: Secretary of State - Please acknowledge receipt of the attached claim on the enclosed copy of this letter.

VICTOR ATIYEH
GOVERNOR

# Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

FILED
NOV 30 1982
NORMA PAULUS
SECRETARY OF STATE
IN REPLY REFER TO
FILE NO.:

November 29, 1982

Morrison, Dunn, Miller, Carney & Allen
Attorneys at Law
851 S.W. Sixth Avenue
Portland, OR 97204

CON 5
#9176

Attention: Jennifer L. Palmquist

Gentlemen or Ladies:

This will acknowledge your letter of November 1, 1982, with attached Notice of Claim from McDonald Industries concerning the following Highway Division contract:

| | |
|---|---|
| FILED BY: | McDonald Industries |
| AMOUNT: | $567.63 |
| FOR: | Materials |
| AGAINST (Prime Contractor) | Harry B. Stanley Construction |
| CONTRACT NO.: | 9176 |
| PROJECT: | Sunset Hills Memorial Park (Cemetery) Access Project, Sunset Highway, Washington County |
| SURETY: | United States Fidelity & Guaranty Co. |
| AGENT: | A. G. Sadowski Company |

We will advise the surety and the contractor of the receipt of this claim. We will also forward it to the Secretary of State for filing.

Attached for your information is a copy of the performance bond provided in the contract.

Please advise this office when your client's claim has been paid.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

cc: Harry B. Stanley Construction
4371 Vernon Loop
Salem, OR 97303

United States Fidelity & Guaranty Co.
P. O. Box 3459
Portland, OR 97208

WILLIAM H. MORRISON
JACK H. DUNN
F. BROCK MILLER
ROBERT R. CARNEY
ROBERT L. ALLEN
THOMAS H. TONGUE
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PACIFIC FIRST FEDERAL BUILDING
PORTLAND, OREGON 97204
TELEPHONE (503) 224-6440

RALPH R. BAILEY (1902-1974)

JAMES G. SMITH
NATHAN L. COHEN
BOYD J. LONG
(OF COUNSEL)

November 1, 1982

Mr. Robert Gormsen
Room 121
Transportation Building
Salem, Oregon 97310

Re: Notice of Claim

Dear Mr. Gormsen:

Enclosed is a Notice of Claim against Stanley Construction Company for materials provided by McDonald Industries on the Sunset Highway Overpass, Portland, Oregon. Materials were provided during the period of January 20, 1981 to February 23, 1981. You will note the bond number on the project is unknown.

In the event that a bond has been posted as to the above project, please apply the enclosed Notice of Claim and inform me of the specifics of the bond.

Yours truly,

Jennifer L. Palmquist

Jennifer L. Palmquist

JLP:cs

Enclosure

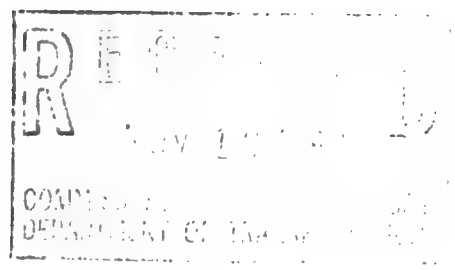
[D] [A] NOV 1 1 1982
COMMISSION
DEPARTMENT OF TRANSPORTATION

# NOTICE OF CLAIM

TO: ROBERT GORMSEN

Notice is hereby given that my client, McDonald Industries, has a claim for materials furnished Stanley Construction Co., Inc., by McDonald Industries, in the sum of $567.63 against an unknown bond taken by Stanley Construction Co., Inc., also known as Harry Stanley Construction, also noted as SCCI, as principal, and an unknown surety, for the work involved at the Sunset Highway Overpass construction project.

Jennifer L. Palmquist
Attorney for McDonald Industries



bc H. S. Coulter
R. L. Schr ier
L. W. Rulien
D. H. Moehring
O. B. Jackmond
Jack Sollis
Marion Craft
Jack Sullivan

VICTOR ATIYEH
GOVERNOR

*Department of Transportation*
# STATE HIGHWAY DIVISION

IN REPLY REFER TO
FILE NO CON 4-6

July 15, 1982

Stanley Construction Company, Inc.
1922 McGilchrist Street, S.E.
Salem, OR 97302

Contract Claim
Sunset Hills Memorial Park Access
Contract No. 9176

A review of your second claim submitted to the Claims Review Board has been completed.

Your claim (May 12, 1982 letter to Mr. Marion Craft) asserted that interest in the amount of $3,707.09 was due your company from Pay Vouchers 13-16, from liquidated damages withheld, and from the earlier embankment claim. You cited ORS 279.575 to substantiate your claim.

Paragraph (3) of ORS 279.575 states that interest shall be paid to a contractor "...at the rate of one and one-half percent per month on the final payment..." The final payment will not be due until after October 31 because of the plant establishment period. Pay vouchers 13-16 were semi-final payments. Therefore, no interest is due on these payments.

Paragraph (4) of ORS 279.575 allows for interest to be paid on settlement of a disputed claim. This was the basis for the interest included in Price Agreement 5 of May 14 to settle the embankment claim.

In settlement in full of all claims, I am offering you a lump sum payment for $12,000 plus release of all liquidated dmaages.

If you agree with this offer, please sign the enclosed price agreement and return it directly to this office.

W. E. Schwartz, P.E.
Assistant State Highway Engineer
For Operations

JS:ja st

Form 734-3123

Form A-169--5M

OREGON STATE HIGHWAY DEPARTMENT

# Price Agreement

APPLYING TO EXTRA WORK AND EXTRA MATERIAL

Project Name Sunset Hills Memorial Park (Cementery) Access Date May 14, 19 82

Highway Sunset Contract No. 9176

County Washington Prefix 34-1142

Contractor Harry B. Stanley F. A. Project No. State

Address 1922 McGilchrist St. NE, Salem, OR 97302 Price Agreement No. 5

For the below described extra work or extra material to be performed or furnished under the contract above referred to, the contractor agrees to accept payment at the prices given herein, understanding that, except as herein otherwise provided, the work is to be performed and the material is to be furnished in accordance with the specifications which form a part of the contract and in accordance with the instructions of the engineer.

Work to be done:

Price Adjustment of B. I. No. 12, Embankment in Place

Locations by station numbers:

Throughout Project

Names of pay items, estimated quantities and agreed prices:

Price Adjustment, Embankment in Place, Plus Interest, Lump Sum----$12,000

Specifications, basis of measurement and other provisions:

In addition to the above payment, the total amount of liquidated damages withheld will be returned to the contractor. The above lump sum payments together with the return of liquidated damages, will be included in a post semi-final estimate to be prepared and processed upon receipt of this

(continued on back of page)

**INSTRUCTIONS**

After the signature of the contractor has been obtained, submit six copies (including original copy) to the Salem Office. After approval by the Assistant State Highway Engineer, approved copies will be sent to the Contractor, the Division Engineer, and the Resident Engineer.

This order does not constitute authority for expenditure until approved by the Assistant State Highway Engineer or State Highway Engineer.

Project authorization . . . . . $506,662.54

Present estimate of project cost, including $12,000.00 for work under this order $506,662.54

Expected under-run / over-run (amount) . . . . . $

Expected under-run / over-run (per cent) . . . . .

Space to right of this line is for use of Salem Office

Submitted by: W. E. Schwartz, Asst. State Hwy. Engineer

Signed ..... Contractor

Approval Recommended: ..... Division Engineer

Approval Recommended: ..... Construction Engineer or Bridge Engineer

Approved: ..... Deputy State Highway Engineer, Assistant State Highway Engineer or Office Engineer.

State Printing

STATE OF OREGON
MAINTENANCE BRANCH

# INTEROFFICE MEMO
CON 4-6

TO: H. S. Coulter
State Highway Engineer

DATE: July 13, 1982

FROM: Jack Sullivan
for R. L. Schroeder, Chairman
Claims Review Board

NOTED
W. E. SCHWARTZ

RECEIVED
STATE HWY. ENG.
JUL 13 '82
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

SUBJECT:
Contract Claim No. 2
Sunset Hills Memorial Park Access
Contract No. 9176

Harry B. Stanley Construction, the prime contractor on the project, now Stanley Construction Company, Inc. (SCCI), submitted a claim for interest alleged due the company on retainage, liquidated damages and settlement of an embankment claim. In a May 12, 1982 letter from SCCI to Marion Craft, the amount of interest claimed was $3,707.09.

In attendance at this July 7, 1982 Board meeting for Stanley was Jim A. Stanley. Representing the Highway Division were Marion Craft, Hank Rodriguez and Bryant Jackmond. Board members present were Bob Schroeder, Larry Rulien and Dave Moehring. Pat Schwartz, Assistant State Highway Engineer, and Jack Sollis, Chief Counsel, were also in attendance.

FINDINGS:

Price Agreement No. 5 dated May 14, 1982 was submitted by Rodriguez to Stanley based on your letter of April 27, 1982 offering to settle the earlier embankment claim. This price agreement offered $11,748.32 ($1,125.97 in interest) and return of the liquidated damages withheld. Stanley rejected this offer, claiming additional interest on retainage and liquidated damages. Stanley also disagreed with the interest computation by OSHD on the embankment claim, claiming the interest should be compounded monthly.

Stanley, in this letter, citing ORS 279.575, claimed that interest was due the company from Pay Vouchers 13-16 for the period from October 1, 1981 through the date of the voucher. These payments included return of retainage and some liquidated damages. Stanley also claimed interest should accrue and be paid for liquidated damages not released and for the embankment claim. He was in agreement with your offer of $10,622.35 to settle that claim but did not agree with the amount of interest added.

The May 12, 1982 letter was written by Harry Stanley, President of the company, who was not in attendance. Stanley inadvertently was not sent the letter stating the date of the Board meeting. Mr. Jim Stanley

was reached by phone and offered the opportunity to reschedule the meeting. However, he preferred to discuss the matter at this time.

Mr. Harry Stanley, by letter dated June 8, 1982 to C. T. Keasey, stated he had offered Mr. Marion Craft to settle the embankment and interest claim for $12,600 plus release of liquidated damages. Mr. Jim Stanley at this meeting said that a settlement for $12,000 would be acceptable to him. Mr. Harry Stanley, though, would need to agree on any settlement for the company.

The Highway Division had originally computed simple interest on the embankment claim for the period October 1, 1981 through April 30, 1982. At this meeting, the Highway Division representatives felt the interest period should be shortened because the itemized statement of claim from Stanley was not transmitted until February 25, 1982. They could now only justify $206.08 in total interest, rejecting all claims for interest on retainage and liquidated damages. In further rebuttal to Stanley's claim, OSHD stated that ORS 279.575(3) provides for interest on late payment of the final payment. Pay Vouchers 13-16 were semi-final payments. Final payment won't be due until October, 1982 because of the plant establishment period on this project. (This information contained in a report "Analysis of Interest" prepared for the Board meeting.)

Jack Sollis stated that interest as written in the statutes was intended to be simple unless specifically described as compound, and that the 1-1/2 percent interest should be treated as simple interest. He also was of the opinion that the courts would probably rule in favor of the longer period for computing interest.

CONCLUSION:

When judgment is made in favor of a contractor on a disputed item, ORS 279.575 states that interest be paid the contractor at the rate of 1-1/2 percent per month from 30 days after presentation of the claim to the State agency. The statutes do not, however, allow for interest to be paid on liquidated damages withheld, then returned through negotiation nor for interest on retainage held, except indirectly as that retainage becomes part of the final payment.

The Board believes that the original calculations made by the Highway Division of the interest on the embankment claim essentially covered the correct time period. It is not absolutely clear which of several "claim" submissions by Stanley should constitute the official.

RECOMMENDATION:

The Board recommends that a revised price agreement similar to Price Agreement No. 5 be transmitted to Stanley through your office. The

only change in the revised price agreement would be to modify the price adjustment from $11,748.32 to $12,000. As in Price Agreement No. 5, this amount would be settlement in full for all claims and also call for return of liquidated damages still withheld. A copy of the suggested revised price agreement is attached.

JS:ja

Attachment

cc Larry Rulien
Bob Bothman
Dave Moehring
Jack Sollis
O. B. Jackmond
Marion Craft
Jack Sullivan

# Price Agreement

APPLYING TO EXTRA WORK AND EXTRA MATERIAL

OREGON STATE HIGHWAY DIVISION

Project Name SUNSET HILLS MEMORIAL PARK (CEMETERY) ACCESS — Date MAY 14, 1982

Highway SUNSET — Contract No. 9176

County WASHINGTON — Prefix 34-1142

Contractor HARRY B. STANLEY — F. A. Project No. STATE

Address 1922 McGILCHRIST ST. NE SALEM, OREGON 97302 — Price Agreement No. 5

For the below described extra work or extra material to be performed or furnished under the contract above referred to, the contractor agrees to accept payment at the prices given herein, understanding that, except as herein otherwise provided, the work is to be performed and the material is to be furnished in accordance with the specifications which form a part of the contract and in accordance with the instructions of the engineer.

Work to be done:

PRICE ADJUSTMENT OF B.I. No. 12, EMBANKMENT IN PLACE

Locations by station numbers:

THROUGHOUT PROJECT

Names of pay items, estimated quantities and agreed prices:

| | | | |
|---|---|---|---|
| 1. | PRICE ADJUSTMENT, EMBANKMENT IN PLACE, | LUMP SUM | ~~$10,622.35~~ |
| 2. | INTEREST ON PRICE ADJUSTMENT ABOVE, (~~1½%~~ PER MONTH, 10-1-81 THRU 4-30-82) | LUMP SUM | 1,125.97 |
| | TOTAL | LUMP SUM | $11,748.32 |

Specifications, basis of measurement and other provisions:

IN ADDITION TO THE ABOVE PAYMENT, THE TOTAL AMOUNT OF LIQUIDATED DAMAGES WITHHELD WILL BE RETURNED TO THE CONTRACTOR. THE ABOVE LUMP SUM PAYMENTS TOGETHER WITH THE RETURN OF LIQUIDATED DAMAGES, WILL BE INCLUDED IN A POST SEMI-FINAL ESTIMATE TO BE PREPARED AND PROCESSED UPON RECEIPT OF THIS

(CONTINUED ON BACK OF PAGE)

**INSTRUCTIONS**

After the signature of the contractor has been obtained, submit six copies (including original copy) to the Salem Office. After approval by the Assistant State Highway Engineer, approved copies will be sent to the Contractor, the Regional Engineer, and the Resident Engineer

This order does not constitute authority for expenditure until approved by the Assistant State Highway Engineer or State Highway Engineer

Project authorization . . . . . $ 506,410.86

Present estimate of project cost, including

$ ~~11,748.32~~ for work under this order $ 506,410.86

Expected under-run / over-run (amount) . . . . . $

Expected under-run / over-run (per cent) . . . .

Space to right of this line is for use of Salem Office

Submitted by:

E. RODRIGUEZ, PROJECT MANAGER XXXXXXXXXX

Signed

Contractor

Approval Recommended:

Division Engineer

Approval Recommended.

Construction Engineer or Bridge Engineer

Approved:

Deputy State Highway Engineer Assistant State Highway Engineer or Office Engineer

SP*70858-734
Form 734-1169 (Rev. 3-79)

AGREEMENT EXECUTED BY THE CONTRACTOR.

THIS AGREEMENT IS THE EXPRESSED MUTUAL ACCORD AND SATISFACTION OF ALL CONTRACTOR CLAIMS FOR COMPENSATION FOR WORK PERFORMED UNDER THIS CONTRACT THROUGH AND INCLUDING APRIL 30, 1982.

Jack Sullivan
Specifications Engineer

O. B. Jackmond
O. B. Jackmond
Contract Administration Engineer

June 11, 1982

Request for Claim Review Board Meeting
Sunset Hills Memorial Park (Cemetary Access)
Contract No. 9176

Enclosed is a copy of a letter from Mr. Harry B. Stanley, contractor on the above project, requesting a second Claim Board meeting to resolve the matter of interest due. Mr. Schwartz has requested that the Claim Board schedule a meeting with the contractor and that the meeting be limited solely to a review of the amount of interest due.

Will you please schedule such a meeting? The meeting date should be set for after June 28, since our Chief Counsel will not be available until that date. The matter of interest involves a legal issue and the State would be prejudiced unless represented by our Chief Counsel. It may be preferable that the Board in this hearing be composed of the same members as the previous hearing. I will provide you with a data sheet in the near future.

OBJ:cb

Enc.
cc: W. E. Schwartz
Al Harwood
E. Rodriguez

NOTED
W. E. SCHWARTZ

RECEIVED
STATE HWY ENGR
JUN 14 '82
REFER TO
FOR
Info
Invest
R/D
Sig
Sign
Ret
File

STANLEY CONSTRUCTION CO. INC.

1922 McGilchrist S.E. • Salem Business Park • Salem, OR 97302
**364-7501** Salem **295-0744** Portland

1/2 CE KJ RECEIVED DM
CAE EA
FOE LS
OCS JUN 9 1982 TC
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EEO CONSTRUCTION SECTION CP

June 8, 1982

Department of Transportation
State Highway Division
Transportation Bld
Salem, Or 97310

SUE: Reply your letter dated May 28, 1982
Contract #9176
CON 5 # 9176

MR C. T. Keasey, P.E., P.L.S.

Your letter dated 5/28/82 on hand, rejecting our claim for interest owed us by your agency.

According to the law, which has nothing to do with embankment, but rather late payments, interest is due the contractor.

It appauls me that your agency can circumvent the law, when I am forced to adher to the letter of many laws.

I am under the understanding that because of your failure to pay estimates when due, then interest is assesed on these past due estimates. (Ref; Senate bill 207 Amending Section 18, ORS 279.575, paragraph 4 (a) )

How can you say, with honesty that your claim is "Liberal" ?

How would you like it if the bank refused to pay you interest that you had deposited with them.

It appears to me that you people enjoy the position of saying the hell with the laws we will do things our way.

All I expect is to be treated fairly and within the laws. I don't want anything more or less than what I'm legally entitled to.

In our review board meeting, we clearly stated that interest was due us and this has not changed.

If you people wish to settle the embankment plus interest on that item, with the outstanding items of interest up for negogiations, we will sign this agreement.

I am at this time requesting another review board hearing over the interest due us on several estimates.

If we are unable to resolve our differences by the liberal compromise
I've offered Mr. Marion Craft of $12,600.00 plus release of liquadated damages,
I will then file legal action to obtain what I feel is justly due us.

Please be advised that interest will continue at the applicable rate until
a price agreement is signed and paid.

I remain,
Sincerely,

HARRY B STANLEY
SCCI Inc

cc Marion Craft
cc Inc copy of senate bill 207
cc Norm Kobin
cc Enrique Rodriquez

including retainage, due the contractor. The interest shall commence 30 days after the request for payment is made by the contractor or 15 days after the payment is approved by the agency, whichever is the earlier date.

(2) A public contracting agency may reserve as retainage from any progress payment on a public contract an amount not to exceed five percent of the payment. As work progresses, an agency may reduce the amount of the retainage and the agency may eliminate retainage on any remaining monthly contract payments after 50 percent of the work under the contract is completed if, in the agency's opinion, such work is progressing satisfactorily. Elimination or reduction of retainage shall be allowed only upon written application by the contractor, which application shall include written approval of the contractor's surety; except that when the contract work is 97-1/2 percent completed the agency may, at its discretion and without application by the contractor, reduce the retained amount to 100 percent of the value of the contract work remaining to be done.

(3) The retainage held by a public contracting agency shall be included in and paid to the contractor as part of the final payment of the contract price. The public contracting agency shall pay to the contractor interest at the rate of one and one-half percent per month on the final payment due the contractor, interest to commence 30 days after the work under the contract has been completed and accepted and to run until the date when the final payment is tendered to the contractor. The contractor shall notify the public contracting agency in writing when [*he*] the contractor considers the work complete and the public contracting agency shall, within 15 days after receiving the written notice, either accept the work or notify the contractor of work yet to be performed on the contract. If the public contracting agency does not within the time allowed notify the contractor of work yet to be performed to fulfill contractual obligations, the interest provided by this subsection shall commence to run 30 days after the end of the 15-day period.

(4) The public contracting agency shall pay, upon settlement or judgment in favor of the contractor regarding any dispute as to the compensation due a contractor for work performed under the terms of a public contract, the amount due plus interest at the rate of [*six percent per annum*] one and one-half percent per month on such amount accruing from the later of:

(a) The due date of any progress payment received under the contract for the period in which such work was performed; or

(b) Thirty days after the date on which the claim for the payment under dispute was presented to the public contracting agency by the contractor in writing or in accordance with applicable provisions of the contract.

Section 19. ORS 279.350 is amended to read:

279.350. (1) The hourly rate of wage to be paid by any contractor or subcontractor to workers upon all public works shall be not less than the prevailing rate of wage for an hour's work in the same trade or occupation in the locality where such labor is performed. When a contractor or subcontractor is a party to a state-wide collective bargaining agreement in effect with any labor organization, the rate of wages provided for in the agreement shall be considered to be the prevailing rate of wage to be paid to the workers of that contractor or subcontractor in the locality and employed upon a public work. The hourly wages and overtime, including all fringe benefits, shall be paid by the contractor or subcontractor to the workers employed on public works unless a valid collective bargaining agreement in effect with the labor organization representing those workers requires payment of all or part of the wages, overtime or fringe benefits to third persons.

(2) Except as provided in subsection (1) of this section, after a contract for a public works is executed with any contractor or work is commenced upon any public works, the amount of the prevailing rate of wage shall not be subject to attack in any legal proceeding by any contractor or subcontractor in connection with that contract.

(3) Except as provided in subsection (1) of this section, it shall not be a defense in any legal proceeding that the prevailing rate of wage or overtime pay is less than the amount required to be in the specifications of a contract for public works, or that there was an agreement between the employe and the employer to work at less than the wage rates required to be paid under this section.

SECTION 20. This Act being necessary for the immediate preservation of the public peace, health and safety, an emergency is declared to exist, and this Act takes effect on its passage.

Approved by the Governor August 19, 1981.
Filed in the office of Secretary of State August 21, 1981.

VICTOR ATIYEH
GOVERNOR

*Department of Transportation*
# STATE HIGHWAY DIVISION

IN REPLY REFER TO
FILE NO

May 28, 1982

CON 5 #9176

Harry B. Stanley Construction
1922 McGilcrist St. S.E.
Salem, OR 97302

RE: Claims for Additional Compensation
Sunset Hills Memorial Park
(Cemetary Access)
Contract No. 9176

Gentlemen:

This will acknowledge and reply to your letter of May 12 and May 20 regarding claims for additional compensation under the above contract.

Your letter of May 12 submitted a claim for payment of interest allegedly due and accruing from Estimates 13, 14, 15, 16 and a not yet made Post-semi-final estimate. We have carefully reviewed our project records and find this claim to be without merit and it is therefore denied.

Your letter of May 20 returns to objects to Change Agreement No. 5 This Change Agreement provided [illegible] most liberal offer to settle your claim for [illegible] and other claims outstanding on this project.

We consider the matter of your claims for additional compensation to have been completely processed through our informal procedures, and no further action on our part is contemplated.

Sincerely,

C. T. Keasey
C. T. Keasey, P.E., P.L.S.
Construction Engineer

CTK:cb

bc: H. S. Coulter (w/att.)
W. E. Schwartz

NOTED
W. E. SCHWARTZ

RECEIVED
STATE HWY ENGR
JUN 1 '82
REFER TO
FOR

| Info | Invest | R/D | D/R | Sign | Act | File |
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| | | | | | | |

Form 734-3123

Cy - Con, [illegible]
Harry Stan[illegible] I can't see this change agreement [illegible] Director [illegible] I suspect this agreement is this [illegible] Change Agreement [illegible] this letter can be finalized [illegible]

STANLEY CONSTRUCTION CO. INC.

1922 McGilchrist S.E. • Salem Business Park • Salem, OR 97302
364-7501 Salem 295-0744 Portland

OM MRE OE PPM CE
TCS RECEIVED ME
US MAY 24 1982 PDM
CCA Metro Region TAM
SO PA EM LM

May 20, 1982

Oregon State Highway Department
10550 S W Allen Blvd #130
Beaverton 97005
Project Manager:

Ref: 9176
Sub: Price agreement #5

Your price agreement on hand. I at this time, or any other time will not affix my signature to this type of unjust agreement.

I do agree on Item #1, adjustments, Item #2 is inadequate and without cause.

I'm not in the position to finance the State of Oregon and they owe me interest on various monies on this project and I will recieve compensation. Inclosed an application for credit, please fill out and I will submit same to U.S. Bank for their consideration.

This interest was detailed monthly in a breakdown requested by Marion Craft see inc.

Upon your revision of the Interest I will execute a signed price agreement. Until then the Interest will continue to be added at the allowable rate until payment is made.

I remain,
Sincerely,

HARRY B STANLEY
President SCCI

Inc. Letter dated May 12, 1982 on int breakdown
Inc. Int breakdown by month
Inc. Credit application

cc Marion Craft

CE CAE FOE OCS SCS EEO — RECEIVED — MAY 1982 — CONSTRUCTION SECTION — OM FE CP

## APPLICANT'S REQUEST FOR CREDIT

Applicant's Name: _____

Address: _____

_____

I am applying for (check one) ☐ a loan ☐ a line of credit of approximately $_____

for the purpose of _____

I am applying for this credit (Check as applicable)

☐ ALONE, without a co-signature or guaranty of my spouse, a relative, or any other person or entity.

☐ WITH the co-signature or guaranty of one or more persons or entities (including any existing Guarantors).

Name(s) of Other Person(s) and/or Entity(ies):

_____

_____

There has been no adverse change in my financial condition as disclosed to you on my most recent financial statement.

_____, 19 ____

_____

Signature of Applicant

72-3755 4/78

O · CA

Oct 1 10,622·35 ×
1·015 =
10,781·69

Nov 2 10,781·69 ×
1·015 =
10,943·42

Dec 3 10,945·42 ×
1·015 =
11,107·57

Jan 4 11,107·57 ×
1·015 =
11,274·18

Feb 5 11,274·18 ×
1·015 =
11,443·29

Mar 6 11,443·29 ×
1·015 =
11,614·94

April 7 11,614·94 ×
1·015 =
11,789·16
90.89 Short

May 8 11,789·16 ×
1·015 =
11,966·00

June 11,966· ×
1·015 =
12,145·49

12,145·49 ×
1·015 =
12,327·67

# Price Agreement

APPLYING TO EXTRA WORK AND EXTRA MATERIAL

OREGON STATE HIGHWAY DIVISION

RECEIVED
MAY 27 1982
CONSTRUCTION SECTION

**Project Name** SUNSET HILLS MEMORIAL PARK (CEMETERY) ACCESS **Date** MAY 14, 19 82

**Highway** SUNSET **Contract No.** 9176

**County** WASHINGTON **Prefix** 34-1142

**Contractor** HARRY B. STANLEY **F. A. Project No.** STATE

**Address** 1922 McGILCHRIST ST. NE SALEM, OREGON 97302 **Price Agreement No.** 5

For the below described extra work or extra material to be performed or furnished under the contract above referred to, the contractor agrees to accept payment at the prices given herein, understanding that, except as herein otherwise provided, the work is to be performed and the material is to be furnished in accordance with the specifications which form a part of the contract and in accordance with the instructions of the engineer.

**Work to be done:**

PRICE ADJUSTMENT OF B.I. NO. 12, EMBANKMENT IN PLACE

**Locations by station numbers:**

THROUGHOUT PROJECT

**Names of pay items, estimated quantities and agreed prices:**

| | | | |
|---|---|---|---|
| 1. | PRICE ADJUSTMENT, EMBANKMENT IN PLACE, | LUMP SUM | $10,622.35 |
| 2. | INTEREST ON PRICE ADJUSTMENT ABOVE, (1½% PER MONTH, 10-1-81 THRU 4-30-82) | LUMP SUM | 1,125.97 |
| | TOTAL | LUMP SUM | $11,748.32 |

**Specifications, basis of measurement and other provisions:**

IN ADDITION TO THE ABOVE PAYMENT, THE TOTAL AMOUNT OF LIQUIDATED DAMAGES WITHHELD WILL BE RETURNED TO THE CONTRACTOR. THE ABOVE LUMP SUM PAYMENTS TOGETHER WITH THE RETURN OF LIQUIDATED DAMAGES, WILL BE INCLUDED IN A POST SEMI-FINAL ESTIMATE TO BE PREPARED AND PROCESSED UPON RECEIPT OF THIS

(CONTINUED ON BACK OF PAGE)

**INSTRUCTIONS**

After the signature of the contractor has been obtained, submit six copies (including original copy) to the Salem Office. After approval by the Assistant State Highway Engineer, approved copies will be sent to the Contractor, the Regional Engineer, and the Resident Engineer.

This order does not constitute authority for expenditure until approved by the Assistant State Highway Engineer or State Highway Engineer.

| | |
|---|---|
| Project authorization | $ 506,410.86 |
| Present estimate of project cost, including $ 11,748.32 for work under this order | $ 506,410.86 |
| Expected under-run / over-run (amount) | $ |
| Expected under-run / over-run (per cent) | |

Space to right of this line is for use of Salem Office

Submitted by: E. RODRIGUEZ, PROJECT MANAGER ~~XXXXXXXXXX~~ Signed Contractor

Approval Recommended: Division Engineer

Approval Recommended: Construction Engineer or Bridge Engineer

Approved: Deputy State Highway Engineer, Assistant State Highway Engineer or Office Engineer

SP-70858-734
Form 734-1169 (Rev. 3-79)

AGREEMENT EXECUTED BY THE CONTRACTOR.

THIS AGREEMENT IS THE EXPRESSED MUTUAL ACCORD AND SATISFACTION OF ALL CONTRACTOR CLAIMS FOR COMPENSATION FOR WORK PERFORMED UNDER THIS CONTRACT THROUGH AND INCLUDING APRIL 30, 1982.

CE
CAE
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OCS
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RECEIVED
MAY 27 1982
CONSTRUCTION SECTION

DM
CA
LS
TC
FE
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**STANLEY CONSTRUCTION CO. INC.**

1922 McGilchrist S.E. • Salem Business Park • Salem, OR 97302
**364-7501** Salem **295-0744** Portland

OM MRE OE PPM CE
TOS RECEIVED ME
US MAY 17 198? PDM
CSA Metro Region TAM
SO PA EM LM

May 12, 1982

ATTN: Marion Craft Region Construction Engineer
Department Of Transportation
Highway Division
Region 1
9002 SE. McLOUGHLIN
Milwaukie, Oregon 97222

RE: Sunset Hills Memorial Park (Cemetary Access) Contract NO. 9176

Dear Mr. Craft

1. In view of my records, a request for final acceptance on the contract work was tender August 26, 1981.

2. The project was scheduled for completion on August 31 1981. A notice of completion was mailed on August 26, 1981.

3. Payment vouchers NO. 13, 14, 15, 16, and 17 are to be paid interest in accordance with Senate Bill 207 Amending Section 18 ORS 279.575 to read: The Public contracting Agency shall pay to the contractor interest at the rate of 1.5% one and one-half percent per month on the final payment due to the contractor, interest to commence 30 Thirty days after the work under the contract has been completed, and notice by the contractor has been filed.

4. A summary of all interest due under the contractual obligation is enclosed.

Thank you for your cooperation reguarding this matter.

Sincerely

Harry B. Stanley
President

## SUMMARY OF INTEREST

Dec 10th
Feb 18th

1. Estimate NO. 12 9-14-81
   Voucher dated ~~8-31-81~~ $43,337.23 N/A
   . . includes $2,100.00 Liq. Damages returned (14 days)

2. Estimate NO. 13 (SF)
   Dated 1-26-82 1-27-82
   Total payment amount $14,174.40 ←

| | | |
|---|---|---|
| October | | $212.61 |
| November | 10,615.00 [illegible] of retainage | $215.80 |
| December | other = bid items, [illegible] claims | $219.04 |
| January | Note: Emb [illegible] corrected | $222.33 |
| Total Interest | downward $4,723.00 [illegible] this st. | $869.78 |

3. Estimate No. 14
   Voucher dated 3-15-82 ←
   Payment amount $9,735.67

| | | |
|---|---|---|
| October | $9,500 retainage reduction | $146.03 |
| November | | $150.44 |
| December | remainder = minor adj. of [illegible] job | $152.70 |
| January | quantities. This is the semi-final [illegible] | $155.00 |
| February | all but landscape items. | $157.32 |
| Total Interest | | $761.49 |

4. Estimate No. 15
   Voucher dated 3-29-82 ←
   Payment amount $1,000.00 Retainage reduction

| | |
|---|---|
| October | $15.00 |
| November | $15.22 |
| December | $15.45 |
| January | $15.68 |
| February | $15.92 |
| March | $16.16 |
| Total Interest | $93.43 |

5. Estimate No. 16
   Voucher dated 4-9-82 ←
   Payment amount $2,850.00 [illegible] extension

| | |
|---|---|
| October | $42.75 |
| November | $43.39 |
| December | $44.04 |
| January | $44.70 |
| February | $45.37 |
| March | $46.05 |
| April | $46.74 |
| Total INTEREST | $313.04 |

6. Post-semifinal estimate
   Price agreement for EMBANKMENT
   $10,622.35
   Liquidated damages
   4,575.00

CE CAE FOE OCS SCS EEO
RECEIVED
MAY 27 1982
CONSTRUCTION SECTION

## SUMMARY OF INTEREST

1. Estimate NO. 12
   Voucher dated 8-31-81 — N/A

2. Estimate NO. 13
   Dated 1-26-82
   Total payment amount $14,174.40

| | | |
|---|---|---|
| October | $212.61 | |
| November | $215.80 | |
| December | $219.04 | |
| January | $222.33 | |
| Total Interest | | $869.78 |

3. Estimate No. 14
   Voucher dated 3-15-82
   Payment amount $9,735.67

| | | |
|---|---|---|
| October | $146.03 | |
| November | $150.44 | |
| December | $152.70 | |
| January | $155.00 | |
| February | $157.32 | |
| Total Interest | | $761.49 |

4. Estimate No. 15
   Voucher dated 3-29-82
   Payment amount $1,000.00

| | | |
|---|---|---|
| October | $15.00 | |
| November | $15.22 | |
| December | $15.45 | |
| January | $15.68 | |
| February | $15.92 | |
| March | $16.16 | |
| Total Interest | | $93.43 |

5. Estimate No. 16
   Voucher dated 4-9-82
   Payment amount $2,850.00

| | | |
|---|---|---|
| October | $42.75 | |
| November | $43.39 | |
| December | $44.04 | |
| January | $44.70 | |
| February | $45.37 | |
| March | $46.05 | |
| April | $46.74 | |
| Total INTEREST | | $313.04 |

RECEIVED
MAY 24 1982
PROJ. MGR. ☑ ASSIST. P.M. ☐ OFFICE MGR. ☐

6. Post-semifinal estimate
   Price agreement for EMBANKMENT
   $10,622.35

[illegible] = $4575.00

**STANLEY CONSTRUCTION CO. INC.**

1922 McGilchrist S.E. • Salem Business Park • Salem, OR 97302
364-7501 Salem 295-0744 Portland

August 26, 1981

Mr. Enrique Rodriguez, Resident Engineer
Department of Transportation
10550 SW Allen Boulevard
Beaverton, OR 97005

RE: Notice of Completion -
Request for Final Acceptance
Sunset Hills Memorial Park
(Cemetery Access)
Contract No. 9176

Dear Mr. Rodriguez:

This is to inform you that the above-captioned job will completed on August 31, 1981.

We would greatly appreciate your finalization on said job on or about said date.

Thank you for your cooperation and patience regarding this matter.

Sincerely yours,

SCCI, INC.

Jim A. Stanley
President

JAS:sb

Enclosure

| | | |
|---|---|---|
| October | $227.96 | |
| November | $231.38 | |
| December | $234.85 | |
| January | $238.37 | |
| February | $241.95 | |
| March | $245.58 | |
| April | $249.26 | |
| Total Interest | | $1,669.35 |

Total Interest on items 1 through 6. $3707.09

| | | |
|---|---|---|
| October | $227.96 | |
| November | $231.38 | |
| December | $234.85 | |
| January | $238.37 | |
| February | $241.95 | |
| March | $245.58 | |
| April | $249.26 | |
| Total Interest | | $1,669.35 |

CE CAE FOE OCS SCS EEO
RECEIVED
MAY 27 1982
CONSTRUCTION SECTION
ON LA LS TC FE CP

RECEIVED
MAY 24 1982
PROJ. MGR. ASSIST. P.M. OFFICE MGR.

VICTOR ATIYEH
GOVERNOR

*Department of Transportation*
# STATE HIGHWAY DIVISION

IN REPLY REFER TO
FILE NO.:

May 6, 1982

CON

NOTED
H. S. COULTER

Harry B. Stanley
Stanley Construction Co., Inc.
1922 McGilchrist Co., Inc.
Salem Business Park
Salem, Oregon 97302

By a copy of this letter to our Metro Region Office, I am directing them to have a price agreement prepared for your signature in accordance with Mr. Coulter's offer of April 27, 1982. The price agreement will settle your embankment claim and will return the liquidated damages.

When you sign the price agreement, a post-semifinal estimate will be processed which pays you for the claim and also returns the liquidated damages. The final estimate will not be processed until the landscape establishment period has passed.

You will not be issued a letter of acceptance of the project, as you suggested. This is not our normal operating procedure.

Following the procedure I have outlined above will result in the successful resolution of your claims.

W. E. Schwartz, P.E.
Assistant State Highway Engineer
for Operations

cc: E. L. Hardt - Please follow up

WES:st
bc: H. S. Coulter
C. T. Keasey
Al Harwood
Hank Rodriguez

Form 734-3123

**STANLEY CONSTRUCTION CO. INC.**

1922 McGilchrist S.E. • Salem Business Park • Salem, OR 97302
**364-7501** Salem **295-0744** Portland

April 10, 1982

Department Of Transportation
Highway Division
Transportation Bld
Salem, Or. 97310

Sub: Reply to your letter dated 4/27/82
SUNSET HILLS MEMORIAL PARK ACCESS CONTRACT NO. 9176

Mr. H. S. Coulter:

After discussing the contents of your letter with our legal advisors, we are willing to except your offer outlined in your letter. The following stipulation: All liquadated damages against our firm on said job be waivered and this inserted in price agreement.

I would also assume that the State Highway Department would issue an exceptance letter on said project.

I discussed the above with Mr. Pat Schwartz, your office on 4/30/82, with the understanding I would follow up with letter.

I look forward to clearing up this matter in near future.

If you have any questions please contact me. My phone # 364-7501.

Sincerely

HARRY B STANLEY
PRESIDENT

NOTED
W. E. SCHWARTZ

RECEIVED
STATE HWY ENGR
MAY 4 '82
REFER TO
FOR
Info | Invest | R/D | D/R | Sign | Act | File

STATE OF OREGON
HIGHWAY DIVISION-MAINTENANCE

INTEROFFICE MEMO

TO: H. S. Coulter
State Highway Engineer

DATE: April 28, 1982

FROM: R. L. Schroeder, Chairman
Claims Review Board

NOTED
W. E. SCHWARTZ

RECEIVED
STATE HWY ENGR
APR 29 '82
REFER TO
FOR
Info | Inves | R/D | D R | Sign | Act | File

SUBJECT: Contract Claim
Sunset Hills Memorial Park Access
Contract No. 9176

no action req'd at this time. An offer has already been made to Contractor
WES

Harry B. Stanley Construction, the prime contractor on this project, submitted a claim for $14,981.69 for additional compensation for the bid item "Embankment in Place." Stanley claimed that the pay quantities calculated by the State were in error. He also requested the State grant him a time extension and delete all liquidated damages presently assessed him -- 30-1/2 days at $150 per day or $4,575.

In attendance for Stanley Construction were Harry B. Stanley and Jim A. Stanley. Representing the Highway Division were Marion Craft, Hank Rodriguez and Bryant Jackmond. Board members present were Bob Schroeder and Larry Rulien (substituting for Dave Moehring). Jack Sollis, Chief Counsel, was also present.

FINDINGS:

The plans for this project indicated 4,776 cubic yards of material would be required for the embankments. The plans also showed 1,664 cubic yards of general excavation on the job. The bid item and quantity for this work was "Embankment in Place," 4,780 cubic yards. Based on these plan quantities and using a 30 percent shrink factor, the contractor could expect to import about 4,550 cubic yards of fill material. Stanley bid $5.50 per yard, for a total of $26,290.

Quantities calculated from slope stakes set by the engineer totaled about 2,645* cubic yards for embankment and 1,387 cubic yards for general excavation. Stanley was paid $14,546.95 for this lesser quantity of embankment at the bid price of $5.50. Using the 30 percent shrink factor, about 3,445 cubic yards of material was used to construct the embankments, with about 2,060 cubic yards imported.

* Revised to 2649.4 cubic yards by Final Estimates Unit

Stanley alleged that he imported 3,418 cubic yards of fill material to the job site as tabulated by his truck counts. He stated that the State did not inform him in a timely manner of the plan changes so he could stop the importing of fill material. He claimed his trucking costs were $9,143.98. This figure was documented in summary form (Exhibit B) listing invoice numbers and amounts paid to nine truckers. Copies of each invoice were not submitted. Stanley claimed, based on on-site cut volumes and truck count of imported fill material, that he placed nearly 6,800 cubic yards of loose material, or 4,750 cubic yards of compacted material (embankment-in-place measure). He stated that his finishing costs remained the same regardless of of quantity. He provided copies of invoices (Exhibit A) for grading work subbed to Causey's Grading Service and Cascade Construction and copies of invoices (Exhibit C) for labor and equipment provided by his own forces. With allowances for profit and overhead, the sum of these 3 exhibits totaled $25,254. Stanley also claimed the cost ($4,274) of importing granular backfill (Exhibit D) for structures was also part of his direct cost of embankment work.

A remeasure done by another Metro crew indicated about 2,790 cubic yards of embankment in place. These Highway Division calculations indicated that the original plan quantities were in error, particularly those shown for the "CC" lines. For the "CC" lines, over 1,700 cubic yards of embankment were shown on the plans but less than 500 cubic yards were calculated. The Division did attempt to settle the embankment claim by offering to pay for 694 cubic yards of fill material allegedly obtained from excavations of Bents 1 and 2. However, this additional quantity was not confirmed from the remeasure. Also, the offer was rejected by Stanley.

CONCLUSION:

The Board concluded that a significant reduction in pay quantities for embankment in place did occur on this job and that the contractor's unit costs were materially affected. The final pay quantities should remain as stated, 2,649.4 cubic yard. Subsection 104.02 of the Standard Specifications states that the Division has the right to decrease quantities. However, subsection 109.04 allows the engineer to make an adjustment for or against the contractor if the unit costs are materially changed. Work described under Exhibits A, B and C submitted by Stanley was applicable to the disputed bid item. However, work under Exhibit D was paid for under the item "Structure Excavation," which payment includes backfill work.

RECOMMENDATION:

The Board recommends that the unit price for the bid item "Embankment in Place" be adjusted to $9.50 per cubic yard to compensate the contractor for his probable costs. Job cost data from Exhibits A, B, and C supplied by the contractor indicate his costs were probably $9 to $10 per cubic yard. For the larger plan quantity, the engineering estimate used $9.50 per cubic yard. Five of the other eight bidders bid between $8 and $9/cubic yard. The Board recommends that Stanley be offered $10,622.35 plus interest to settle in full the "Embankment in Place" claim.

The Board also recommends that the liquidated damages presently assessed the contractor be reevaluated by the Construction Branch and reviewed with Chief Counsel Jack Sollis.

JS:ji

April 27, 1982

Stanley Construction Company, Inc.
1922 McGilchrist Street, S.E.
Salem, OR 97302

SUBJECT: Contract Claim
Sunset Hills Memorial Park Access
Contract No. 9176

A thorough review of the claim you submitted for $14,981.69 regarding pay quantities for the item "Embankment in Place" has been completed.

Your claim requested the pay quantity for this item be increased to 4,750 cubic yards from the computed 2,649.4 cubic yards and that the additional quantities be paid for at the unit bid price of $5.50. Original plan quantities showed nearly 4,780 cubic yards of embankment would be required. Quantities staked by our Highway Division crews computed to less than 2,650 cubic yards.

You submitted data that indicated your unit costs associated with the work under the pay item "Embankment in Place" were increased. The data did not, however, support your claim that the quantities were greater than those calculated by the Project Manager's crew and subsequently verified by another Division crew.

Subsection 104.02 of the Standard Specifications states that the engineer may alter the plans and increase or decrease quantities because of the nature of highway construction. But, under subsection 109.04, the engineer may make an adjustment in the contractor's favor if his unit prices are materially changed. It is the recommendation of the Claims Review Board that the unit bid price for the bid item "Embankment in Place" be adjusted to compensate you for your probable costs of this work. The reduction from the plan quantities to the actual quantities for this item was significant. It was probable that your costs for finishing roadbeds and slopes were prorated over the larger plan quantity of embankment, since there was no separate bid item for this work.

In settlement of your claim for "Embankment in Place", I am offering you an adjustment in the unit price to $9.50 per cubic yard for the computed quantity of 2,649.4 cubic yards. This unit price was arrived at by a review of data submitted from your company and from our Cost Analysis Unit, and through a review of unit bids from other bidders for this item.

By copy of this letter, the Project Manager is authorized to submit to you a price agreement for $10,622.35 plus interest at 1-1/2 percent per month. Interest will be added for the period from 30 days after the claim was submitted through April 30, 1982. This total amount will be full settlement for your claim regarding "Embankment in Place".

By copy of this letter, I am also requesting a complete reevaluation of the liquidated damages assessed on this project.

H. S. Coulter, P.E.
State Highway Engineer

bc R. L. Schroeder
D. H. Moehring
L. W. Rulien
Jack Sollis
Jack Sullivan
O. B. Jackmond
Hank Rodriguez

JS:ja 1b

9176

VICTOR ATIYEH
GOVERNOR

*Department of Transportation*
# STATE HIGHWAY DIVISION

IN REPLY REFER TO
FILE NO

April 7, 1982

CON 5 #9176

Harry B. Stanley Construction Co.
1922 McGilchrist S.E.
Salem, OR 97302

RE: Contract Time Review
Sunset Hills Memorial Park (Cemetary Access)
Contract No. 9176

Gentlemen:

Following my recent meeting with you concerning contract time charges to the above project, I have reviewed and considered the items you mentioned as delaying the project completion. I have considered any delays associated with the trench for the power line conduit, the 2-inch drain line, the fire hydrant relocation, adjustment of the inlets and impact panel and adjustment of the road approach. The additional culvert pipe and inlet was included in our previous grant of added time.

An additional contract time extension of 19 calendar days is granted for the above claimed delays. There remains 30½ calendar days of liquidated damages under this contract.

Sincerely,

C. T. Keasey, P.E., P.L.S.
Construction Engineer

CTK:cb

cc: Ed Hardt
E. Rodriguez

bc: H. S. Coulter
W. E. Schwartz

Form 734-3123

March 19, 1982

CERTIFIED MAIL

SCCI Inc.
Formerly Harry B. Stanley Construction
1922 McGilcrest, S.E.
Salem, Oregon 97302

RE: Contract Claim
Contract No. 9176

Dear Sirs:

I have reviewed the notice dated March 19, 1982 delivered to the State Highway Division by Jim B. Stanley relating to the blocking of the overcrossing, or ramps to it, on the Sunset Highway constructed under Contract No. 9176.

This is to advise you on behalf of the Highway Division, that you have no authority to block the cemetery overcrossing or access ramps as these facilities are public property under the jurisdiction and control of the State of Oregon, by and through its Transportation Commission and under the specific direction and control of the State Highway Engineer.

Any attempt by you or any of your representatives to blockade this highway facility will result in the necessary civil actions to require the removal of any obstructions.

The State Police have also been advised that this is public property, that this is a public highway and that you have no more rights on that portion of the State Highway system than any other citizen, and any blockading of the highway will be in violation of the law.

Sincerely yours,

Jack L. Sollis
Assistant Attorney General
and Attorney in Charge
Department of Transportation

JLS:ss

cc: John Finley
Ed Hardt
Bill Geibel
Brian Jackson
Norm Robin

bc: Lt. Schroeder

47

# STATEMENT OF OVERRUNS AND UNDE NS

PROJECT : SUNSET HILLS MEMORIAL PARK (CEMETERY ACCESS)
HIGHWAY : SUNSET
COUNTY : WASHINGTON

CONTRACT NO. : 9176
PREFIX NO. : 034-1142
F. A. NO. : STATE

| ITEM NO. | ITEM | UNIT | ORIGINAL | SEMI-FINAL | + - % |
|---|---|---|---|---|---|
| | BID ITEMS | $ | 436,926.97 | 419,649.58 | -4% |
| | ANTICIPATED ITEMS | $ | 9,250.00 | 8,110.15 APPROXIMATE | - |
| | CONTINGENCIES | $ | 20,077.96 | 0 | - |
| | PRICE AGREEMENTS | $ | 0 | 7,771.15 | - |
| | STATE FORCE ORDERS | $ | 0 | 3,000.00 APPROXIMATE | - |
| | ADJUSTMENTS | $ | 0 | 7,353.93 | - |
| | LIQUIDATED DAMAGES | $ | 0 | -7,425.00 | - |
| | ENGINEERING | $ | 40,155.93 | 52,000.00 APPROXIMATE | +29% |
| | | TOTAL | 506,410.86 | 490,459.81 | -3% |

ALL SUBSTANTIAL CHANGES WERE EVALUATED AND ONLY THOSE LISTED BELOW MEANINGFULLY AFFECTED THE TOTAL PROJECT COST.

| | | | | |
|---|---|---|---|---|
| BID ITEM No. 12 EMBANKMENT IN PLACE | $ | 26,290.00 | 14,546.95 | -45% |

THE TYPICAL SECTIONS CALLED FOR A 4'-0 BERM AND 3:1 SLOPES BUT THERE WAS NOT ENOUGH ROOM TO FOLLOW THE PLANS. INSTEAD, THE BERM WIDTH WAS REDUCED OR ELIMINATED AND THE SHOULDERS WERE REVISED TO MATCH THE EXISTING SLOPES OF THE SUNSET HIGHWAY, WHICH WERE 1½ : 1. THIS REDUCED CONSIDERABLY THE AMOUNT OF EMBANKMENT REQUIRED.

| | | | | |
|---|---|---|---|---|
| LIQUIDATED DAMAGES | $ | 0 | -7,425.00 | |

THE CONTRACT TIME OVERRAN BY 63½ DAYS, BUT THE CONTRACTOR HAS BEEN ALLOWED 14 DAYS, MAKING THE TOTAL OVERRUN 49½ DAYS AT 150.00/DAY FOR A TOTAL DEDUCTION OF $7,425.00.

| | | | | |
|---|---|---|---|---|
| ENGINEERING | $ | 40,155.93 | 52,000.00 | +29% |

IN SPITE OF ALL THE EFFORTS MADE TO KEEP THE ENGINEERING COSTS DOWN, THE OVERRUN WAS OVER 29% WHICH INDICATES THAT PERHAPS THE 9% ALLOWANCE FOR ENGINEERING IS WAY TOO LOW.

RECEIVED
1982
ROAD DESIGN SECTION

9176

December 10, 1981

Cascade Construction Company, Inc.
P. O. Box 4267
Portland, OR 97208

CON 5
#9176

Attention: Jon E. Morris
President

Gentlemen:

Thank you for your letter of December 8 informing us that you have been paid in full by Harry B. Stanley. This is in connection with a claim filed in the amount of $681.98 for labor and equipment furnished on Contract No. 9176 to Harry B. Stanley Construction for the Sunset Hills Memorial Park (Cemetery) Access Project.

This information is being noted in our records and we are notifying the interested parties of this payment.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

js

cc: Harry B. Stanley Construction
4371 Vernon Loop
Salem, OR 97303

United States Fidelity & Guaranty Co.
P. O. Box 3459
Portland, OR 97208

**Cascade**
**Construction**
**Company, Inc.**
**General Contractors**
**P.O. Box 4267, Portland, Oregon 97208**
**PHONE: 222-6421**

*Equal Opportunity Employer*

December 8, 1981

Department of Transportation
Transportation Building
Salem, Oregon 97310

Attention: Robert W. Gormsen, Commission Services

Gentlemen:

Thank you for the information that I requested regarding the Sunset Memorial Park Project (Contract No. 9176). I am pleased to relate that Stanley paid the amount due in full this morning. I appreciate your prompt reply to my request.

Yours very truly,

CASCADE CONSTRUCTION COMPANY, INC.

Jon E. Morris
President

JEM:mk

cc: Enrique Rodriguez, OSHD
10550 SW Allen Blvd. #130
Beaverton, Oregon 97005

Stanley Construction Co., Inc.
1922 McGilchrist, S. E.
Salem, OR 97302

United States Fidelity & Guaranty Co.
P. O. Box 3459
Portland, Oregon 97208

**OREGON C.U.P. *(Cleaning Up Pollution)* AWARD — 1974, 1975, 1976**
**CASCADE CONSTRUCTION CO. INC. has been named the recipient of the Oregon C.U.P. Award for outstanding achievement in protecting the environment.**

FORM 81-734-3001

OREGON STATE HIGHWAY DIVISION

# FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

| | | |
|---|---|---|
| SECTION: SUNSET HILLS MEMORIAL PARK (CEMETERY ACCESS) | | WEEK ENDING: DECEMBER 05, 1981 |
| | | SECTION PREFIX: 034-1142 |
| HIGHWAY: SUNSET | | COUNTY: WASHINGTON |
| NAME OF JOB: SUNSET HILLS MEM. PARK (CEMETERY ACCESS) | KIND OF WORK: GRADING, PAVING, STRUCTURE AND SIGNING | |
| CONTRACTOR: HARRY B. STANLEY CONSTRUCTION | CONTRACT NUMBER: 9176 | FEDERAL AID PROJECT NUMBER: STATE |
| DATE OF CONTRACT: AUGUST 19, 1980 | DATE WORK STARTED: SEPTEMBER 15, 1980 | ESTIMATED COMPLETION DATE: |
| AVERAGE FORCE ON PROJECT FOR THE WEEK — MEN: 0 SUPERVISION: 0 | SPECIFIED WORK DAYS | WORK DAYS USED |
| | SPECIFIED CALENDAR DAYS: 300 + 14 EXT. | CALENDAR DAYS USED: 363.5 |
| PROJECT AUTHORIZATION: $ 506,410.86 | SPECIFIED COMPLETION DATE | PERCENT OF TIME ELAPSED: 116 ✓ |
| EXCLUSIVE OF ENGINEERING: $ 466,254.93 | ENGINEERING AUTHORIZATION: $ 40,155.95 | PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100 |
| ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 466,254.93 | ENGINEERING COST TO DATE: $ 42,000.00 | PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 100 |
| ESTIMATED PERCENT OVERRUN / UNDERRUN: 0 % | PERCENT OF AUTHORIZATION: 105 % | DATE PROJECT WAS COMPLETED: SEPTEMBER 02, 1981 |

## ESTIMATED PERCENT COMPLETE (ROADWORK)

| CLEARING | DRAINAGE | GRADING | BASE | OIL AND/OR PAVE | MAT'L. PROD | | |
|---|---|---|---|---|---|---|---|
| 100 | 100 | 100 | 100 | 100 | | | |

| | GRADING | SURFACING | MAINTENANCE MATERIALS | OIL & BITUMINOUS MACADAM | PAVING |
|---|---|---|---|---|---|
| MILES IN PROJECT | | | | | |
| MILES PARTIALLY COMPLETED | | | | | |
| MILES COMPLETED | | | | | |
| TOTAL ESTIMATED QUANTITIES (CONTRACT) | | | | | |
| TOTAL QUANTITIES CORRECTED TO DATE | | | | | |
| ESTIMATED QUANTITIES MOVED OR PLACED TO DATE | | | | | |
| AVERAGE DAILY QUANTITIES | | | | | |
| AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME | | | | | |
| NUMBER OF SHIFTS PER DAY | | | | | |
| HOURS PER SHIFT | | | | | |

EQUIPMENT USED DURING THE WEEK

NONE

## ESTIMATED PERCENT COMPLETE (STRUCTURES)

| BRIDGE NO. | 16434 | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| PERCENT | 100 | | | | | | | |

| | | WEATHER | WORK DAYS CHARGED | HOURS DELAY | CAUSE OF DELAY |
|---|---|---|---|---|---|
| SUNDAY | Nov. 29 | CLOUDY/SHOWERS | 0 | 0 | |
| MONDAY | 30 | CLOUDY/SHOWERS | 0 | 0 | |
| TUESDAY | DEC. 01 | CLOUDY/COOL | 0 | 0 | |
| WEDNESDAY | 02 | CLOUDY/SHOWERS | 0 | 0 | |
| THURSDAY | 03 | CLOUDY/SHOWERS | 0 | 0 | |
| FRIDAY | 04 | OVERCAST/SHOWERS | 0 | 0 | |
| SATURDAY | 05 | | 0 | 0 | |

ASHE CA FOE QCE SCS LEO

RECEIVED
DEC 8 1981
CONSTRUCTION BRANCH

OM CA LE TC HE CP

## GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

| | |
|---|---|
| Nov. 29 SUNDAY | NO ACTIVITY. |
| 30 MONDAY | NO ACTIVITY ALL WEEK. |
| Dec. 01 TUESDAY | |
| 02 WEDNESDAY | |
| 03 THURSDAY | |
| 04 FRIDAY | |
| 05 SATURDAY | |

## REMARKS

STATUS TO DATE: JOB COMPLETE, ALL WORK FINISHED: LAST WEEKLY REPORT.
SEMI-FINAL TO FOLLOW

SIGNED E. Rodriguez E. RODRIGUEZ LOCATION BEAVERTON

PRIME RESIDENT SUBMIT 2 COPIES WHEN BRIDGES AND GRADING BOTH ARE INVOLVED SUBMIT 3 COPIES

SP*F216

1170 51682

files L

VICTOR ATIYEH
GOVERNOR

# Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

FILED
DEC 8 1931
NORMA PAULUS
SECRETARY OF STATE

December 4, 1981

RECEIVED
DEC 8 1931
NORMA PAULUS
SECRETARY OF STATE

IN REPLY REFER TO
FILE NO.:

CON 5
#9176

Cascade Construction Company, Inc.
P. O. Box 4267
Portland, OR 97208

Attention: Jon E. Morris
President

Gentlemen:

This will acknowledge your letter of November 25 indicating that you have a claim for labor and equipment in the amount of $681.98 against Harry B. Stanley Construction.

The claim states this is in reference to the Harry B. Stanley Construction Contract No. 9176 for work on the Sunset Hills Memorial Park (Cemetery) Access Project in Washington County.

The United States Fidelity and Guaranty Company through A. G. Sadowski Company furnished the bond on this contract. We will notify the surety and the contractor of the receipt of this claim. We will also forward it to the Secretary of State for filing.

Please advise this office when your claim has been paid.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

js

cc: Harry B. Stanley Construction
4371 Vernon Loop
Salem, OR 97303

United States Fidelity & Guaranty Co.
P. O. Box 3459
Portland, OR 97208

bc: Secretary of State - Please acknowledge receipt of the attached claim on the enclosed copy of this letter.

**Cascade**
**Construction**
**Company, Inc.**

**General Contractors**
P.O. Box 4267, Portland, Oregon 97208

PHONE: 222-6421

*Equal Opportunity Employer*

November 25, 1981

Department of Transportation
Transportation Building
Salem, OR 97310

Attention: Robert W. Gorman, Commission Service

RE: Harry B. Stanley Construction
OSHD Contract No. 9176
Sunset Hills Memorial Park

Gentlemen:

Cascade Construction Company, Inc. furnished labor and equipment outside of their subcontract on the above project, at Stanley's request. The work was done on a time and material basis for a total cost of $681.98. Cascade has attempted to contact Stanley many times since the work was done in August with only promises that they would look into payment. Notice is hereby given that the undersigned Cascade Construction Company, Inc. has a claim for $681.98 against the bond taken from Harry B. Stanley Construction for the above project. Please furnish us wih the pertinent information regarding surety information so we may notify their surety company.

Very truly yours,

CASCADE CONSTRUCTION COMPANY, INC.

Jon E. Morris
President

JEM/rcb

OREGON C.U.P. *(Cleaning Up Pollution)* AWARD — 1974, 1975, 1976
CASCADE CONSTRUCTION CO. INC. has been named the recipient of the Oregon C.U.P. Award for outstanding achievement in protecting the environment.

#56056

Files

VICTOR ATIYEH
GOVERNOR

# Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

RECEIVED
NOV 12 1981
NORMA PAULUS
SECRETARY OF STATE

November 9, 1981

IN REPLY REFER TO
FILE NO

Schwab, Burdick & Hilton
Attorneys at Law
1200 Oregon National Building
610 S. W. Alder Street
Portland, OR 97205

CON 5
9176

FILED
NOV 12 1981
NORMA PAULUS
SECRETARY OF STATE

Attention: Scott Howard

Gentlemen:

This will acknowledge receipt of your letter dated October 23, 1981, addressed to the Highway Division in Milwaukie, with attached Notice of Claim from Mercer Industries, Inc., in the amount of $783 plus interest for materials furnished and equipment rented to Harry B. Stanley Construction.

The claim states this is in reference to the Harry B. Stanley Construction Contract No. 9176 for work on the Sunset Hills Memorial Park (Cemetery) Access Project in Washington County.

The U. S. Fidelity and Guaranty Company furnished the bond on this contract. We note that you have filed this claim with the contractor, surety and the Secretary of State.

Please advise this office (121 Transportation Building, Salem, OR 97310) when your client's claim has been paid.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

js
cc: Harry B. Stanley Construction
4371 Vernon Loop
Salem, OR 97303

U. S. Fidelity & Guaranty Company
P. O. Box 3459
Portland, OR 97203

bc: Hon. Norma Paulus - We note that the attorney has filed this claim directly with you. Please advise us of the filing date and number.

NOTED ON C...
11-13-81 Time

SCHWAB, BURDICK & HILTON
ATTORNEYS AT LAW
1200 OREGON NATIONAL BUILDING
SIX TEN SOUTHWEST ALDER STREET
PORTLAND, OREGON 97205
TELEPHONE 226-2926

DENTON G. BURDICK, JR.
DWIGHT L. SCHWAB
FRANK H. HILTON, JR.
CHARLES SCOTT HOWARD

October 23, 1981

OE RE RME RCE BE
TE RECEIVED RSM
UE OCT 26 1981 RSC
SO REGION I RBI
TO

CERTIFIED MAIL - Return Receipt Requested

Oregon Highway Division
9002 SE McLoughlin Blvd.
Milwaukie, OR 97222

Norma Paulus
Secretary of State
State of Oregon
Salem, OR 97310

Re: Sunset Hills Memorial Access Structure,
Sunset Highway and Memorial Park Bridge
Oregon State Highway Contract #9176
Claim of Mercer Industries, Inc.

Madam Secretary and Gentlemen:

Enclosed is a notice of claim arising out of the supplying of concrete accessories by Mercer Industries, Inc. to Harry B. Stanley Construction.

Please acknowledge receipt of this notice of claim.

Yours very truly,

Scott Howard
SCHWAB & HILTON

SH:mm
Encl.
cc:Harry B. Stanley Construction - CERTIFIED MAIL
1922 McGilchrist SE, Salem, OR 97301
cc: United States Fidelity and Guaranty Company
c/o Reg. Agent: Donald S. Roache
5th Floor, 520 SW 6th Avenue, Portland, OR 97208 - CERTIFIED MAIL
cc: Mercer Industries, Inc.

CC: Rodriguez - will attach
Jackmond - "
Sellis - "

RECEIVED
OCT 26 1981
FISCAL

# NOTICE OF CLAIM

TO: NORMA PAULUS
Secretary of State
State of Oregon
Salem, OR 97310

Oregon Highway Division
9002 SE McLoughlin Blvd.
Milwaukie, OR 97222

NOTICE IS HEREBY GIVEN that the undersigned, MERCER INDUSTRIES, INC. has a claim for materials furnished and equipment rented to HARRY B. STANLEY CONSTRUCTION of 1922 McGilchrist SE, Salem, Oregon 97301, including but not limited to the sale and rental of concrete accessories, in the sum of $783.00, together with interest at the rate of ten percent (10%) per annum from April 17, 1981, until paid, against the Bond taken from HARRY B. STANLEY CONSTRUCTION as Principal and UNITED STATES FIDELITY & GUARANTY CO. as Surety, Bond number 63-0120-2111-80, for the work of performing a project known as Sunset Hills Memorial Access Structure, Sunset Highway and Memorial Park Bridge, Oregon State Highway Contract #9176 for the Oregon Highway Division.

Dated this 19th day of October, 1981.

MERCER INDUSTRIES, INC.

By Charles R. Speight
Charles R. Speight, Corporate Counsel

September 23, 1981

Ross Island Sand and Gravel Co.
4315 S.E. McLoughlin Boulevard
Portland, OR 97202

CON 5
#9176

Attention: Reba R. Greenman
Assistant Secretary

Gentlemen:

Thank you for your letter of September 14, 1981, advising us that you have received payment in the amount of $6,958.44 from SCCI, Inc.

This was in connection with a claim filed against Contract No. 9176 with Harry B. Stanley Construction for work on the Sunset Hills Memorial Park (Cemetery) Access in Washington County.

This information will be noted in our records and we will advise the surety and the contractor.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

js

cc: Harry B. Stanley Construction
4371 Vernon Loop
Salem, OR 97303

United States Fidelity & Guaranty Co.
P. O. Box 3459
Portland, OR 97208

NOTED 0

# ROSS ISLAND SAND & GRAVEL CO.

September 14, 1981

Mr. Robert W. Gormsen
Commission Services
Department of Transportation
Transportation Building
Salem, Oregon

Re: File No. CON 5 = #9176
Harry B. Stanley Construction

Dear Sir:

Please be advised that we have received a check in the amount of $6958.44 from SCCI, Inc. in payment for material delivered through July 31, 1981, to the Sunset Hills Memorial Park Access project (Contract No. 9176).

Very truly yours,

ROSS ISLAND SAND & GRAVEL CO.

Reba R. Greenman
Assistant Secretary

rg
c.c. United States Fidelity & Guaranty Co,
Harry B. STanley Constr. (SCCI, Inc.)

4315 South East McLoughlin Blvd. • P.O. Box 02219 • Portland, Oregon 97202 • 239-5504

VICTOR ATIYEH
GOVERNOR

# Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

FILED
NORMA PAULUS
SECRETARY OF STATE

September 10, 1981

IN REPLY REFER TO
FILE NO.:

CON 5
#9176

Ross Island Sand & Gravel Co.
4315 S.E. McLoughlin Blvd.
P. O. Box 02219
Portland, OR 97202

Attention: Reba R. Greenman
Assistant Secretary

Gentlemen:

This will acknowledge receipt of your Notice of Claim dated August 24, 1981, for concrete furnished to Harry B. Stanley Construction in the amount of $6,958.44 plus interest.

Your claim states this is in reference to the Harry B. Stanley Construction Contract No. 9176 for work on the Sunset Hills Memorial Park (Cemetery) Access in Washington County.

The United States Fidelity and Guaranty Company furnished the bond on this contract. We will advise the surety of the receipt of this claim and we will also forward it to the Secretary of State for filing.

Please advise this office when the claim has been paid.

Sincerely,

Robert W. Gormsen

Robert W. Gormsen
COMMISSION SERVICES

js
cc: Harry B. Stanley Construction
4371 Vernon Loop
Salem, OR 97303

United States Fidelity & Guaranty Co.
P. O. Box 3459
Portland, OR 97208

bc: Hon. Norma Paulus - The attached claim may have been filed directly with you. Please advise of your filing date and number on the attached copy of this letter.

# ROSS ISLAND SAND & GRAVEL CO.

August 24, 1981

C.W. Head,Manager
Commission Services Section
Department of Transportation OSHD
121 Transportation Bldg.
Salem, Oregon 97310

Re: OSHD Contract No. 9176
Sunset Hills Memorial Park Access

Gentlemen:

Enclosed is a Notice of Claim of Ross Island Sand & Gravel Co. in connection with the concrete we have supplied to the above noted project.

Yours very truly,
ROSS ISLAND SAND & GRAVEL CO.

Reba R. Greenman
Assistant Secretary

rg
Certified-Return Receipt
Requested

RECEIVED
AUG 26 1981
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

4315 South East McLoughlin Blvd. • P.O. Box 02219 • Portland, Oregon 97202 • 239-5504

# ROSS ISLAND SAND & GRAVEL CO.

August 24, 1981

S C C I, Inc.
1922 McGilchrist S.E.
Salem, Oregon 97302

C.W. Head, Manager
Commission Services Section
Department of Transportation
Oregon State Highway Division
121 Transportation Bldg.
Salem, Oregon 97310

Ms. Norma Paulus
Secretary of State
Salem, Oregon 97310

Notice is hereby given that the undersigned Ross Island Sand & Gravel Co. has a claim for concrete furnished by Ross Island Sand & Gravel Co. in the principal sum of $6,958.44 plus interest, against the bond taken from Harry B. Stanley Construction, now incorporated as Stanley Construction Co.,Inc. (SCCI,Inc.) and their surety, for the work on Sunset Hills Memorial Park Access, Contract No. 9176.

ROSS ISLAND SAND & GRAVEL CO.

Reba R. Greenman
Assistant Secretary

CERTIFIED
P21 9930014
MAIL

RECEI
AUG 2 6
COMMI ON
DEPARTMENT OF

4315 South East McLoughlin Blvd. • P.O. Box 02219 • Portland, Oregon 97202 • 239-5504

VICTOR ATIYEH
GOVERNOR

# Department of Transportation
## HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

RECEIVED
STATE HWY ENGR
AUG 24 '81
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

August 21, 1981

In Reply Refer to File No.:

Stanley Construction Company, Inc.
1922 McGilchrist S.E.
Salem Business Park
Salem, OR 97302

Attn: Jim Stanley

Re: Time Extension Appeal
Sunset Hills Memorial Park
(Cemetery Access)
Contract No. 9176

Dear Mr. Stanley:

This is to confirm the results of our meeting of August 8 with you to review your prior request for additional contract time on the above project.

Your initial request for additional time was based upon weather conditions from March 13 through June 10, 1981. This request was, and remains, denied.

Some other items were discussed in our August 8 meeting which appeared to be valid reason for consideration of some additional contract time. We have reviewed these items and our findings and conclusions are as follows:

1. Bridge foundation changes.
   Footing design changes caused a delay in obtaining the necessary steel reinforcing. A contract time extension of 10 calendar days is granted for this delay.

2. Additional catch basin and culvert pipe:
   One catch basin and 354 lineal feet of culvert pipe were added to the project and required 4 calendar days to complete. Therefore, a contract time extension of 4 calendar days is granted for performing this added work.

In summary, a contract time extension of 14 calendar days is granted for the above described reasons. There remains 32 calendar days of liquidated damages assessed under this contract.

Sincerely,

C. T. Keasey
Assistant State Highway Engineer

OBJ:fr

cc: H. S. Coulter (w/att.)
Ed Hardt
E. Rodriguez

Form 734-3122

ASHE CAE FOE QCE SCS EEO

RECEIVED
AUG 13 1981
CONSTRUCTION
BRANCH

O CA LE TC FE CP

FORM E-30

# OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

BEAVERTON
AUGUST 10, 1981

SUBJECT: SUNSET HILLS MEMORIAL PARK SECTION
CONTRACT NO. 9176
TIME EXTENSION DUE TO EXTRA WORK

To: E. L. HARDT
REGIONAL ENGINEER
MILWAUKIE

ATTEN: MARION CRAFT
REGIONAL CONSTRUCTION ENGINEER

IN MY LETTER OF JUNE 23, 1981, I WROTE THAT THE CONTRACTOR'S WORK WAS EXTENDED BY SEVERAL DAYS DUE TO THE CHANGE IN THE FOOTING DESIGN AND YET IN THE FINAL ANALYSIS, I FAILED TO RECOMMEND ANY EXTENSION OF TIME.

I ISSUED A STOP WORK ORDER ON THE FOOTING EXCAVATION AND ALTHOUGH THE CONTRACTOR KEPT ON WORKING ON THE CLEARING AND GRADING, THE EXCAVATION CREW WAS DEMOBILIZED FOR SEVERAL DAYS. AFTER THE DESIGN CHANGES WERE KNOWN, IT TOOK SEVERAL DAYS TO HAVE THE REINFORCING STEEL DETAILED, APPROVED, CUT AND DELIVERED TO THE SITE.

IN ALL, I RECOMMEND FOUR (4) DAYS FOR REMOBILIZING AND SIX (6) DAYS FOR DELAYS IN GETTING THE REINFORCING STEEL.

IN ADDITION, I ORDERED AN EXTRA CATCH BASIN WITH 80 LINEAL FEET OF P PE AND LATER ORDERED 274.0 LINEAL FEET OF PIPE. THIS WORK AMOUNTED TO FOUR (4) EXTRA DAYS. TWO CATCH BASIN GRADES HAD TO BE REVISED BUT THIS WAS ACCOMPLISHED WITHOUT ANY DELAYS TO THE PROJECT.

SUMMARIZING, I RECOMMEND TEN (10) DAYS DUE TO THE FOOTING DESIGN CHANGES AND FOUR CALENDAR DAYS FOR THE EXTRA WORK INVOLVING A CATCH BASIN AND 354 LINEAL FEET OF CULVERT PIPE, FOR A TOTAL OF FOURTEEN (14) DAYS.

E. Rodriguez

ENRIQUE RODRIGUEZ
RESIDENT ENGINEER

cc: Bryant Jackmond
I agree with Rodriguez' recommendation

9176

VICTOR ATIYEH
GOVERNOR

# Department of Transportation
## HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

July 1, 1981

In Reply Refer to
File No.

Stanley Construction Company
4371 Vernon Loop
Salem, OR 97303

Re: Request for Additional Contract Time
Sunset Hills Memorial Park Section
Contract No. 9176

Gentlemen:

Your request for an additional 50 calendar days in which to complete the above project due to unfavorable weather between March 13 and June 10, 1981, has been carefully considered. Adjustment of contract time is made as provided in Section 108.09 of the contract Standard Specifications which states in part that "reasonably predictable weather conditions are ordinarily not a valid reason for adjustment of contract time". A review of records indicates no weather conditions that were reasonably unpredictable, rather we are led to the conclusion that weather conditions during the life of this contract were significantly less disruptive than would be reasonably predictable. Your request is accordingly denied.

If you wish to submit additional items for consideration, or if you wish a more detailed review of this matter, please contact Resident Engineer Rodriguez.

Sincerely,

C. T. Keasey
Assistant State Highway Engineer

OBJ:fr

cc: H. S. Coulter (w/att.)
Ed Hardt "
Enrique Rodriguez "

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FOR
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orm 734-3122

STATE OF OREGON

INTEROFFICE MEMO

TO: BRYANT JACKMOND
Contract Administration Engineer

DATE: June 26, 1981

FROM: MARION CRAFT
Region Construction Engineer

SUBJECT: SUNSET HILLS MEMORIAL PARK SECTION
Contract No. 9176
Time Extension Request

Attached is a time extension request from the contractor, Stanley Construction Company, for a 50 calendar day extension due to unfavorable weather from March 13 through June 10, 1981. Hank has listed several pertinent dates and events in the contract, and while expressing some sympathy for the contractor's problems, recommends that the contractor's request for additional time be denied.

I concur in this recommendation.

6-30-81

CTK -

I concur with Region & Resident that request be denied as not being a bona fide reason for additional contract time.

MC/gw
Attachment
cc Hank Rodriguez

2 ASHE
1 CAE
FOE
QCE
SCS
EEO

RECEIVED
JUN 30 1981
CONSTRUCTION BRANCH

FORM E-30-X (12-67)

# OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

BEAVERTON

JUNE 23, 1981

SUBJECT: SUNSET HILLS MEMORIAL PARK SECTION
CONTRACT NO. 9176
CONTRACTOR'S REQUEST FOR TIME EXTENSION

To: EDWARD L. HARDT
REGIONAL ENGINEER
MILWAUKIE

ATTEN: MARION CRAFT
REGIONAL CONSTRUCTION ENGINEER

AS PER ATTACHED FORMS, HARRY B. STANLEY CONSTRUCTION CO. IS REQUESTING FIFTY (50) ADDITIONAL CALENDAR DAYS WITHIN WHICH TO COMPLETE SUBJECT PROJECT WITHOUT THE ASSESSMENT OF LIQUIDATED DAMAGES.

THIS IS A STATE PROJECT INVOLVING THE CONSTRUCTION OF A STRUCTURE OVER THE SUNSET HIGHWAY PLUS RELATED GRADING, PAVING, SIGNING AND LANDSCAPING WORK.

THE CONTRACT WAS AWARDED ON AUGUST 19, 1980 WITH 300 CALENDAR DAYS ALLOTTED TO COMPLETE THE PROJECT. ON SEPTEMBER 15, WORK COMMENCED AND CONTINUED STEADILY UNTIL MARCH.

CALENDAR DAYS WILL RUN OUT JUNE 30 WITH THE STRUCTURE WORK BASICALLY COMPLETED SINCE APRIL 7 BUT WITH VERY LITTLE WORK DONE ON THE GRADING.

ONE PRICE AGREEMENT AND ONE MINOR EXTRA WORK ORDER COMPRISE THE TOTAL ADDITION TO THE PROJECT. DURING THE EXCAVATION WORK, REVISIONS HAD TO BE MADE IN THREE OF THE FOUR FOOTINGS, RESULTING IN A PRICE INCREASE OF $7,785.15 AND EXTENDING THE WORK BY A DAY OR TWO. NO TIME WAS CHARGED, HOWEVER, DURING THE SHUT DOWN PERIOD WHILE WE WERE DECIDING ON THE CHANGES. THE EXTRA WORK AMOUNTED TO SEVERAL MAN-HOURS FOR CORRECTING TWO CATCH BASIN GRADES.

THE CONTRACTOR'S ONLY EXPLANATION FOR NOT FINISHING THE WORK ON TIME IS THAT "UNFAVORABLE WEATHER" HAS PREVENTED ANY GRADING WORK SINCE MARCH.

I DO NOT KNOW WHAT KIND OF WEATHER THE CONTRACTOR WAS EXPECTING BUT IN REALITY, THE SPRING WEATHER HAS BEEN TYPICAL FOR THIS PART OF THE STATE AND IF ANYTHING, IT HAS BEEN DRIER THAN USUAL. ALTHOUGH THE MONTH OF JUNE HAS HAD MORE RAIN THAN NORMAL, THE TOTAL 1981 PRECIPITATION UP TO NOW IS SEVERAL INCHES BELOW AVERAGE. BESIDES, OUR SPECIFICATIONS STATE THAT "REASONABLY PREDICTABLE WEATHER CONDITIONS ARE ORDINARILY NOT A VALID REASON FOR ADJUSTMENT OF CONTRACT TIME.".

PERSONALLY, I BELIEVE THAT NOT ENOUGH TIME WAS ALLOWED BUT AGAIN, OUR SPECIFICATIONS DO NOT CONSIDER THIS A VALID REASON FOR ADJUSTING THE CONTRACT TIME.

IN VIEW OF THESE CONDITIONS, MY RECOMMENDATION IS THAT THE CONTRACTOR'S REQUEST FOR AN EXTENSION OF CONTRACT TIME WITHOUT THE ASSESSMENT OF LIQUIDATED DAMAGES BE DENIED.

E. Rodriguez

ENRIQUE RODRIGUEZ
RESIDENT ENGINEER

ENCL.

STATE OF OREGON
Department of Transportation
Metropolitan Branch

INTEROFFICE MEMO
Telephone: 238-8226
Date: February 6, 1981

File No:

RECEIVED
DOT DIRECTOR
FEB 9 '81
REFER TO
FOR
Info | Invest | R/D | D/R | Sign | Act | File

TO: THE FILE

FROM: R. N. BOTHMAN
Administrator

SUBJECT:

I discussed the Pointer property adjacent to the Sunset Freeway west of SW 76th Avenue with Mike Shepherd and Mr. Pointer on January 4.

Mike Shepherd, representing Apartment Data Centers Realtors, is working with the Pointers to develop their acreage.

Their request was to explore how to go about getting the Department of Transportation to build the frontage road from the Finley overcrossing structure westerly to connect to 76th, thereby providing a direct access for the Pointer property.

Also discussed were the other two undeveloped properties west of the Pointer property which have access only to the Sunset Freeway (the Pointers have no access to the Sunset Freeway--only access to a future frontage road should the Department build one). The county zoning will not allow the development of the three large parcels with the current accesses to these three properties.

Therefore, until the Department does provide a frontage road or the property owners can somehow develop a road access through the properties north of their properties to Barnes Road, the county will not allow that property to develop.

I advised Mike Shepherd and Mr. Pointer that at this point, we had no plans to construct the frontage road. I further advised that we had severely restricted the use of the Finley overcrossing structure insofar as the Finley property is concerned in order to gain a consensus for the overcrossing structure from the neighborhood along Camelot Court.

I advised that it would be the responsibility of the Pointers and others to overcome that resistance before the Department would consider the frontage road.

I advised that we did not have the funding, although it was not a major project to construct the frontage road and that we had a large number of backlogged projects of high priority.

By copy of this memo, I indicated that Jim McClure would provide a copy of the design of the light rail and busway alternatives (from the Westside Transitway Project) in the vicinity of the Pointer property. Mike Shepherd's address is Apartment Data Center Realtors, 6823 SW Canyon Rd., Portland, Oregon 97225.

cc: F. B. Klaboe
H. S. Coulter
D. R. Adams

cc: J. D. McClure
R. J. Heard

MORSE BROS.
PRESTRESS, INC.

October 29, 1980

Mr. Jim Stanley
Harry B. Stanley Co.
4371 Vernon Loop Rd.
Salem, Oregon 97303

Re: Sunset Hills Memorial Park Access
Prestressed Bulb Tee Girders

Dear Sir;

Due to a mistake in fabrication the #3 transverse bars in the flanges of the bulb tees were placed at the same spacing as the "U1" bars instead of at 6" O.C. as called for on the contract drawings. This mistake occured in four of the five girders cast.

The Department of Transportation has determined the beams are structurally adequate, providing the flanges are not subjected to impact loads during the casting of this deck.

We propose a rebate of $1,000. as compensation for the 850# of rebar omitted and labor involved.

Please forward this proposal to the Transportation Department for review.

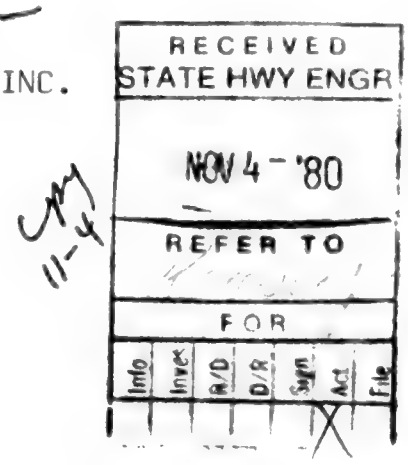
Very truly yours,

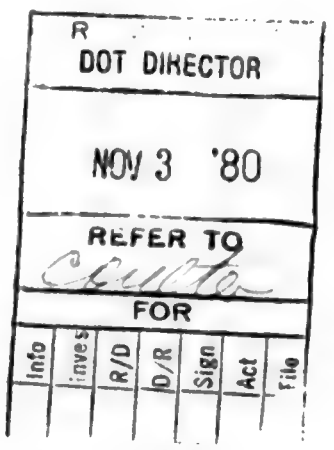
Robert G. Vreim

MORSE BROS. PRESTRESS, INC.
Robert G. Vreim

RGV/rjb

CC Ellis Jones
Enrique Rodriguez



STATE OF OREGON
1859
VICTOR ATIYEH
GOVERNOR

# *Oregon State Highway Division*

## DISTRICT 2A ENGINEER

P.O. Box 565, BEAVERTON, OREGON 97075 PHONE 229-5002

July 29, 1980

Simally

OE RE RME RCE BE
TE RECEIVED RSM
UE JUL 31 1980 RSC
SO REGION 1 RBI
TO

In Reply Refer to File No

NOTED
H. S. COULTER

Paul Bulkley
3330 S.W. Ridgewood
Portland, OR 97225

Dear Mr. Bulkley:

Recently you wrote concerning driving conditions on the Sunset Highway off-ramp to Canyon Road.

Since we have received your letter we have not had sufficient opportunity to observe the area under poor weather conditions. However we do recognize that there may be a need for improvement in this area and we plan to take the following action:

1. Place reflective center line buttons on the off-ramp.

2. Investigate the need for additional illumination. There is a overlay and improvement project being developed for the Sunset Highway from Cedar Hills Blvd. to Sylvan. If our studies show illumination warrants are met and funds are available it may be possible to add illumination in this area.

You have also requested that the Finley Mortuary advertising sign be removed. Although it is bright we do not find that it disorients the driver. I have contacted Mr. Finley and advised him of your complaint. Neither this office or Mr. Finley has received any other complaints about the sign. We will observe the sign again when the Fall rains come, but unless a hazard can be established we do not have the power to insist the sign be removed.

Thank you for your interest in highway safety. If you have any questions, please feel free to give me a call at 229-5002.

Sincerely,

William W Geibel

William W. Geibel
District Engineer

WWG:bl

BCC - Failmezger

RECEIVED
STATE HWY ENGR
AUG 1 '80
REFER TO
FOR
Info Invst. R/W Gr. Sign Art File

*Paul Bulkley*

*Telephone 2920435*

*3330 S W Ridgewood Av*
*Portland Or. 97225*

2nd July 1980

Department of Transportation
Highway Division
Transportation Building
State Street
Salem, Or.

Gentlemen:

I am extremely concerned about the very dangerous conditions that often prevail at the Hiway 26 off ramp to Hiway 8 (Canyon Road) West bound.

The situation is extremely dangerous when wet and dark:

(a) Road and adjoining surfaces do not reflect car lights at all. One is facing a twisting road of solid blackness.

(b) Add to this treacherous condition the pressure of Hiway 26 traffic and the Sylvan Heights interchabge.

AND FINALLY

(c) The GLARING yellow light of the Finlay Mortuary Bill board sign which completely disorientates the driver.

May I request that this illuminated sign of Finlay Mortuary is removed immediately before someone is killed.

Your immediate assurance that this matter will be rectified would be appreciated. Kindly note that a similar letter was addressed to your regional engineer at Milwaukie on the 14th May and has been ignored.

Yours faithfully,

Paul Bulkley.

RECEIVED
STATE HWY ENGR
JUL - 7 '80
REFER TO
FOR
Info | Inves | R/D | D/R | Sgn | A-1 | File

*Construction Cost Planning and Management*

*estimating; value engineering  cost and productivity analysis*
*project scheduling & planning  quantity surveying*

47

STATE OF OREGON
Department of Transportation
Metropolitan Branch

INTEROFFICE MEMO
Telephone: 238-8230
Date: June 23, 1980

File No: 34-2039

TO: J. H. VERSTEEG
Road Design Engineer

FROM: K. D. LIMBOCKER
Metro Design Engineer

SUBJECT: Sunset Hills Memorial Park Cemetary
Sunset Highway
Washington County

Herewith a sketch map and coordinates defining the land trade required for the construction of the subject project.

Please arrange for descriptions on both parcels.

rh

cc: J. McClure
G. St. Clair (Att. Map)
L. Watson (Att. All)
H. Wakerlig

OREGON DEPARTMENT OF TRANSPORTATION
METROPOLITAN BRANCH

PROPOSED SYLVAN TERRACE DRIVEWAY
SUNSET HILLS ACCESS
SUNSET HIGHWAY

ADMINISTRATOR R.N. BOTHMAN DATE 6-23-80
SCALE 1"=50' BY PEH

EXISTING R/W

POINTER RD.

CAMELOT COURT

50'

SYLVAN TERRACE

PROPOSED R/W

EXISTING R/W

778 SF

790 S.F.

15.22'±

39.10

42.57'

38'±

5°

15'R.

100'R.

CH II
468.81
N 618,906.47
E 1,423,681.65

Type I C & G

690
680
670
680
670
680

+685.2
+687.2
+684.6
+678.5
+677.1
+666.8

FORM 81-734-30381

OREGON STATE HIGHWAY DIVISION

# TRAVERSE SHEET

COUNTY Washington SECTION Sunset Hills Access LINE Revised Parcel 50947 DATE 6/20/'90

HIGHWAY Sunset UNIT SHEET NO. CHECKED

| STATION | CURVE DATA | DISTANCE | BEARING | COSINE | SINE | LATITUDE N | LATITUDE S | DEPARTURE E | DEPARTURE W | CO ORDINATES LAT | CO ORDINATES DEP |
|---|---|---|---|---|---|---|---|---|---|---|---|
| C" 7+23.75 | | | | | | | | | | 678,781 [illegible] | 423,750 [illegible] |
| | | 78.818 | S.14°18'25"E. | | | | 76.374 | 19.477 | | | |
| C"8+02.57 | POT | | | | | | | | | 705 [illegible] | 770 [illegible] |
| | | 25.00 | N.75°41'35"E. | | | 6.178 | | 24.225 | | | |
| 5 Lt. "CC" 8+02.57 SOUTHWEST CORNER | POT OF PARCEL | | | | | | | | | 711 [illegible] | 794 [illegible] |
| | | 49.107 | N.65° E. | | | 20.754 | | 44.506 | | | |
| ASTERLY CORNER OF PARCEL | | | | | | | | | | 732 [illegible] | 831 [illegible] |
| | 95' R.CR | 95.00 | N.00°09'19"E. | | | 95.000 | | 0.257 | | | |
| RAD. PT. | Δ=34°47'51" L=57.70' | | | | | | | | | 827 [illegible] | 833 [illegible] |
| | | 95.00 | S.34°57'10"W. | | | | 77.864 | | 54.426 | | |
| ORTHERLY CORNER OF PARCEL | | | | | | | | | | 747 [illegible] | 785 027 |
| | | 39.103 | S.14°18'25"E. | | | | 37.890 | 9.663 | | | |
| OUTHWEST CORNER OF PARCEL | | | | | | | | | | 678,711 [illegible] | 423,714 690 |

FORM 81-734-3038X

OREGON STATE HIGHWAY DIVISION

# TRAVERSE SHEET

PARCEL TO BE TRADED

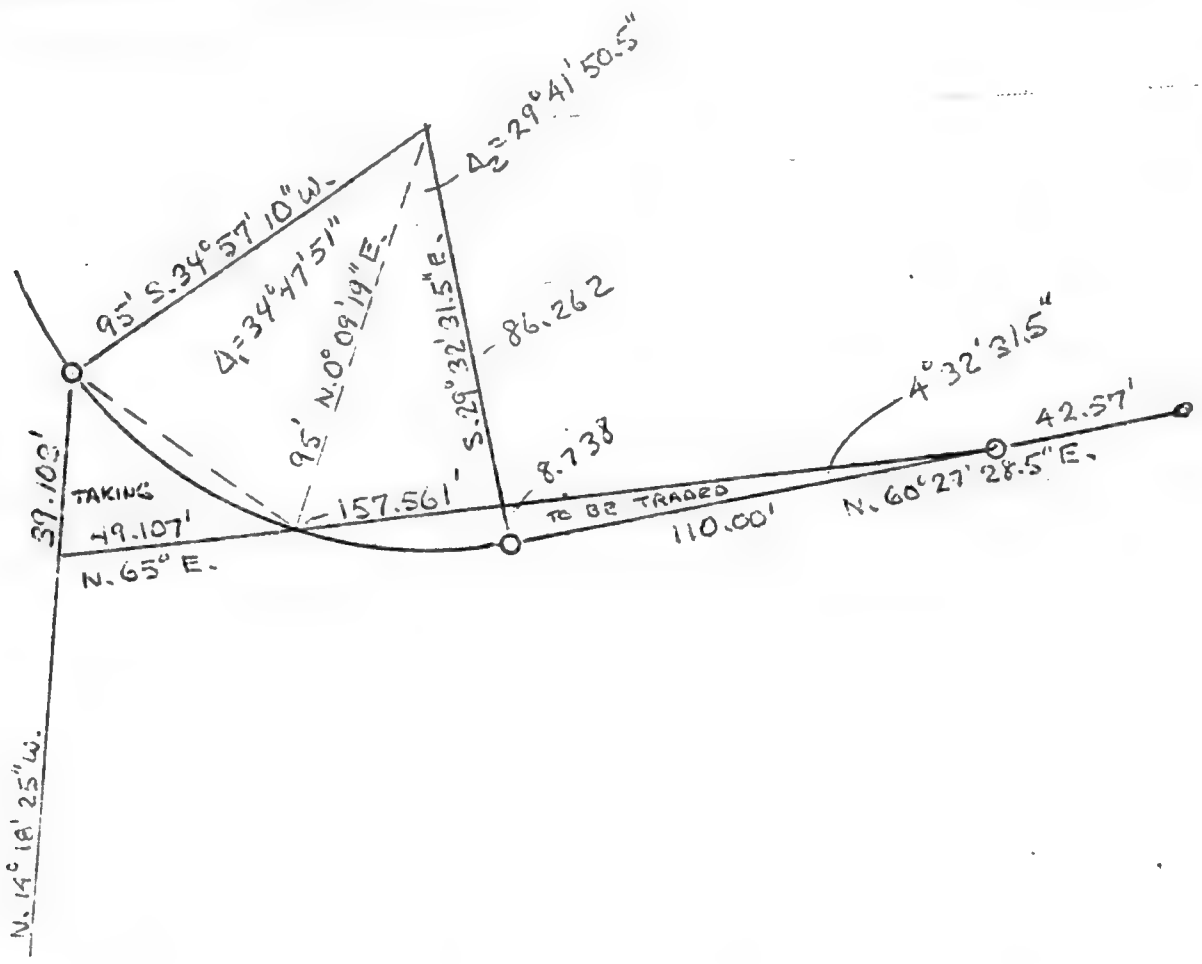
COUNTY WASHINGTON SECTION SUNSET HILLS ACCESS LINE FOR PARCEL 50947 DATE 6/20/'80

HIGHWAY SUNSET UNIT SHEET NO. CHECKED

| STATION | CURVE DATA | DISTANCE | BEARING | COSINE | SINE | LATITUDE N. | LATITUDE S. | DEPARTURE E | DEPARTURE W | COORDINATES LAT | COORDINATES DEP |
|---|---|---|---|---|---|---|---|---|---|---|---|
| CORNER EXISTING STATE R/W. | | | | | | | | | | 678,819.777 | 424,017.029 |
| | | 42.57 | S.60°27'28.5"W. | | | | 20.995 | | 37.036 | | |
| ASTERLY CORNER | PARCEL TO BE | TRADED | | | | | | | | 793.787 | 423,181.173 |
| | | 157.561 | S.65° W. | | | | 66.588 | | 142.799 | | |
| ESTERLY CORNER | PARCEL TO BE | TRADED | | | | | | | | 732.339 | 831.174 |
| | 95' RAD CR | 95.00 | N.00°09'19"E. | | | 95.000 | | 0.257 | | | |
| RAD. PT. | Δ = 29°41'50" L = 49.24' | | | | | | | | | 827.139 | 831.451 |
| | | 95.00 | S.29°32'31.5"E. | | | | 82.647 | 46.841 | | | |
| XISTING R/W | P.T. | | | | | | | | | 744.553 | 336.272 |
| | | 110.00 | N.60°27'28.5"E. | | | 54.237 | | 95.699 | | | |
| ASTERLY CORNER | PARCEL TO BE | TRADED | | | | | | | | 678,798.193 | 423,181.173 |

# AREA PARCEL 50947 (REVISED)

6/20/80 PEH




AREA TAKING:

SMALL Δ: $(49.107')(39.103')(\sin 79°18'25")/2 =$ 943.44 SF

LARGE Δ: $(95)(95)(\sin 17°23'55.5")(\cos 17°23'55.5") =$ 2575.18 SF

SECTOR: $(\Delta_1/360°)(\pi)(95^2) =$ 2740.58 SF

AREA = SMALL Δ + LARGE Δ − SECTOR = 778.04 SF

AREA TO BE TRADED:

SMALL Δ: $(110')(110')(\tan 4°32'31.5")/2 =$ 480.62 SF

LARGE Δ: $(95')(86.262')(\sin 29°41'50.5")/2 =$ 2029.95 SF

SECTOR: $(\Delta_2/360°)(\pi)(95^2) =$ 2338.90 SF

AREA = SMALL Δ + SECTOR − LARGE Δ = 789.57 SF

47

STATE OF OREGON
Department of Transportation
Metropolitan Branch

INTEROFFICE MEMO
Telephone: 238-8226
Date: June 19, 1980

TO: Kenneth D. Limbocker
Design Engineer

File No: 34-2039

FROM: James D. McClure
Project Development Engineer

SUBJECT: Sunset Hills Memorial Park Cemetery Access
Kryszek Property
R/W File #50947

We have reached an agreement with the subject property owner to trade properties on approximate square foot for square foot basis, along with modifying the access road. The five degree curved alignment shown on the attached sketch, prepared by Paul Hailey, was acceptable to the property owner over the alignment shown in the construction plans.

Please send in the modified alignment for the frontage roads for incorporation into the contract plans. If there is not adequate time to incorporate the modification into the contract, it should be handled as a design change, after the contract is let.

The areas to be traded are also approximated on the attached sketch. Please have Paul compute the square footages in both parcels. I would like to hold the square footage defined by Hank Wakerlig for acquisition. The parcel to be traded is flexible, but follow the general appearance shown on the sketch map.

When we have defined the two parcels this information should be forwarded to final design so that a description of the parcel to be traded can be developed. Mr. Bothman has approved the concept of the property trade and Gene St. Clair will clear this through our right-of-way section in Salem.

JDM:PE
Attachment

cc: R. N. Bothman
D. R. Adams
G. St. Clair
D. O. Christensen

OREGON DEPARTMENT OF TRANSPORTATION
METROPOLITAN BRANCH

PROPOSED SYLVAN TERRACE DRIVEWAY
SUNSET HILLS ACCESS
SUNSET HIGHWAY

ADMINISTRATOR R.N. BOTHMAN DATE 6-16-80
SCALE 1"=50' BY PEH

EXISTING R/W

690
680
670

CH II
668.81
N 678,900.47
E 1,432,881.68

POINTER RD.

15' R.

5°

15' R.

38'±

EXISTING R/W

18'±

R/W

P.O.B.

STYVANE TERRACE

670

680

50'

COURT

MELOT

47

# ENVIRONMENTAL REVIEW CHECKLIST

ALL CLEAR 6/9/80
Donald L Rent

~~July 24~~ Aug 14, 1980 Bid Letting _____ All Clear Deadline

SECTION Sunset Hills Memorial Park (Cemetary) Access
Highway Sunset
County Washington Region 1
Type of Work G-P-Str. Funds State
State___ Consultant ___ Plans Avail.__Yes __No

| | Not Required | Required | Mitigation Required | Mitigation/Plans | ALL CLEAR |
|---|---|---|---|---|---|
| DOCUMENTS: | | | | | |
| EIS | X | | | | |
| Negative Declaration | X | | | | |
| Project Assessment | X | | | | |
| Write-off Letter | X | | | | |
| PERMITS: | | | | | |
| Division of State Lands | X | | | | |
| D.O.G.M.I. | X | | | | |
| Corps of Engineers | X | | | | |
| Coast Guard | X | | | | |
| Co. Conditional Use | X | | | | |
| NPS Air Pollution | X | | | | |
| NPS Water Pollution | X | | | | |
| CULTURAL: | | | | | |
| Cultural Survey | | X | | | |
| Cultural Salvage | X | | | | |
| NOISE: | | | | | |
| Noise Study | X | | | | |

N/A No Fed Funds

TRA 7-5 47

STATE OF OREGON
Highway - Traffic 378-6537

INTEROFFICE MEMO

TO: D. O. Christensen
Final Design Engineer

DATE: May 20, 1980

FROM: L. E. George
Traffic Engineer

SUBJECT: Signing
Sunset Hills Memorial Park (Cemetery) Access
Sunset Highway
Washington

Attached are two prints of the approved sign study plan for the subject project.

This signing should be included in the project scheduled for July 24, 1980.

L. E. George
Traffic Engineer

ELS:jrb

Attachment

cc w/attach.: R. N. Bothman
E. L. Hardt
W. W. Geibel

RECEIVED

REFERRED TO
Beard 2 Stoudenmeyer
Cole Mann
Eriksen Watson
Hager Dorn Leu
Return Discuss Do File Copy Due
BY FINAL DESIGN ENGINEER

Contains Recycled Materials
81-125-1387

PORTLAND 5°C
EAST Type "U"
26 20x24
INSTALL

INSTALL
INSTALL
INSTALL
WRONG WAY
INSTALL
EXIT
Type "A"
INSTALL

STOP
STOP
STOP AHEAD
INSTALL

4'-0"
CEMETERY 5°C
MORTUARY 5°C
Type "U"
INSTALL

Seaside
M.P. 70.30
3270
3275
SUNSET
HIGH
75 TH AVE
SW CAMELOT CT.
STOP
STOP

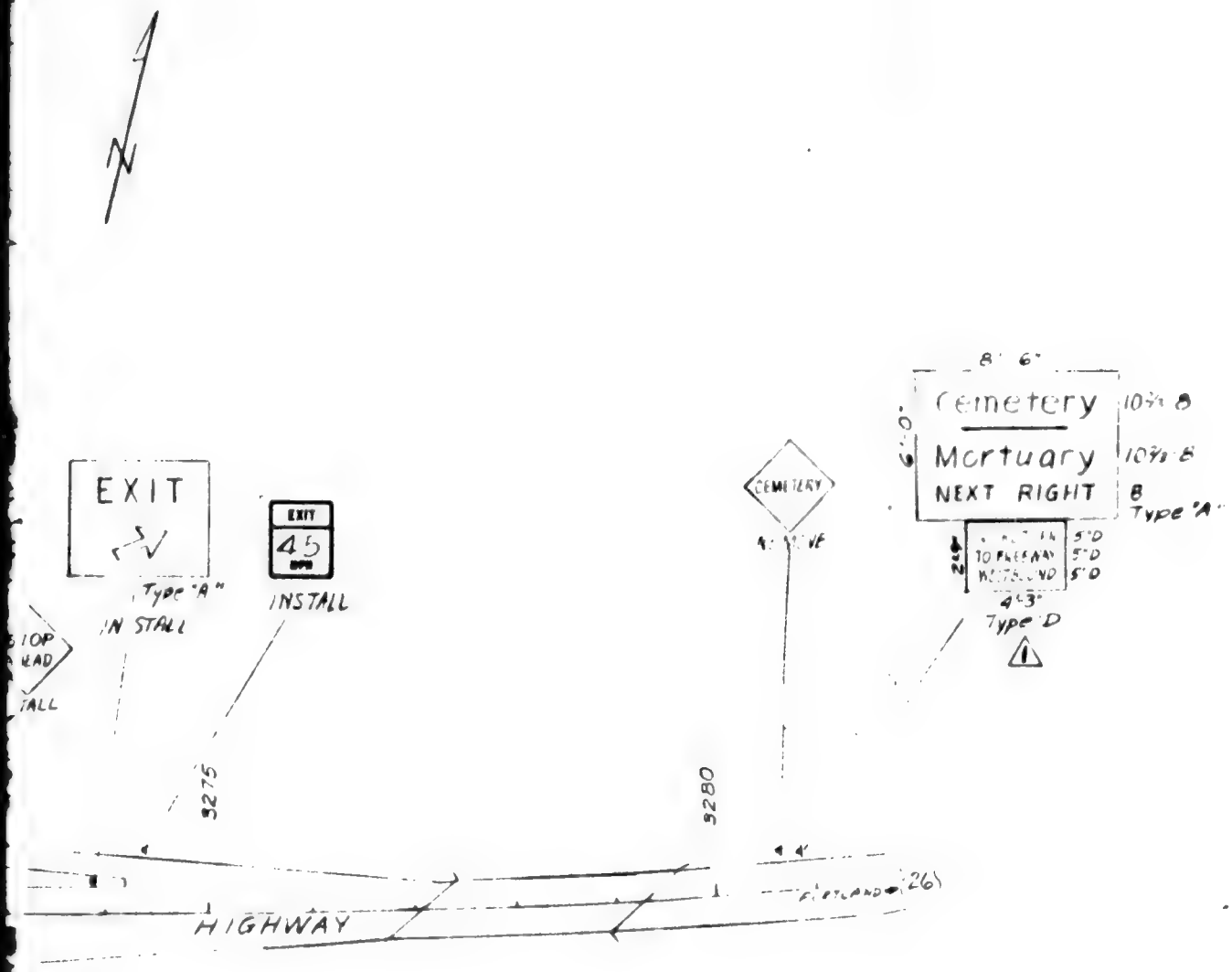
8'-6"
Cemetery 10⅜-B
Mortuary 10⅜-B
NEXT RIGHT 8
6'-0"
Type "A"
INSTALL

4'-0"
CEMETERY 5°C
MORTUARY 5°C
1'-6"
Type "U"
INSTALL

4'-0"
CEMETERY 5°C
MORTUARY 5°C
Type "U"
INSTALL

3'-0"
FREEWAY 5°C
ENTRANCE 5°C
1'-6"
Type "U"
INSTALL

PORTLAND 5°C
EAST Type "U"
26
INSTALL




1 REVISED OR ADDED 5/16/80

SIGNING PROJECT

SUNSET HILLS MEMORIAL PARK (CEMETERY) ADJ.
SUNSET HWY. ~ WASHINGTON COUNTY

| | Date | Signature | Title |
|---|---|---|---|
| | 4-8-80 | Dwight Hilton | Traffic Control Engr. |
| Approved | 4-8-80 | E. J. Lacey | Sign Engineer |
| • | 5/14/80 | [illegible] | Traffic Engineer |
| • | | | Asst. Hwy. Engr. |
| Accepted | | | |

STATE OF OREGON

INTERC CE MEMO

47

TO: Mr. R. N. Bothman
METRO Administrator

DATE: April 8, 1980

DES 23
Br. 16434

FROM: Walter J. Hart
Bridge Engineer

SUBJECT: Sunset Hills Memorial Park Access
Sunset Highway
Washington County
Bridge No. 16434

Attached are superstructure cross sections for the Sunset Hills Memorial Park Access structure without sidewalk, with sidewalk, and without sidewalk but provisions for adding the sidewalk in the future.

The estimated costs for the options above, including an allowance for engineering and contingencies, are

| | |
|---|---|
| No sidewalk | $ 277,000 |
| With sidewalk | 341,000 |
| No sidewalk but with provisions for future sidewalk | 286,000 |
| Present cost of adding sidewalk in future (A considerable increase in this figure will occur due to allowance for inflation.) | 82,000 |

If there is any justification for a sidewalk on the structure, it is recommended that it be part of the initial contract.

JEB:dh
Attachments

cc E. L. Hardt
J. H. Versteeg

1 Versteeg Mann

2 Sullivan

RECEIVED
ROAD DESIGN
SECTION

91-125-1387

STATE OF OREGON
Department of Transportation
Metropolitan Branch

INTEROFFICE MEMO
Telephone:
Date: March 19, 1980

File No: 34-2039

TO: W. J. Hart
Bridge Engineer

FROM: R. N. Bothman
Administrator

SUBJECT: Sunset Hills Memorial Park Access
Sidewalk design

Several meetings have been held with the citizens of the surrounding area concerning the subject project. One of the prime concerns coming from those meetings was whether or not pedestrian traffic would be allowed across the new structure. The thought was that, if pedestrian or bicycle traffic was allowed, this would be a good avenue for the school-age children to travel from the north side of the freeway to the school on the south side of the freeway. At this time, there are no existing bikepaths or walkways that could function in this manner. However, I indicated that, if the county or a local neighborhood association built a bikepath, we would provide a sidewalk access across the structure.

Please design this structure so that an additional eight-foot wide sidewalk could be added in the future to the west side. At this time, I do not know if it will be built or not, but we should be ready in case the need arises. By copy of this memo, I am advising Hal Versteeg of the situation. If you have any questions, please call.

RNB:RJH:ke

cc: F. B. Klaboe
T. Walsh
H. S. Coulter
E. L. Hardt
J. H. Versteeg
R. J. Heard

NOTED
F. B. KLABOE

RECEIVED
DOT DIRECTOR
MAR 20 '80
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | ct | File

STATE OF OREGON
Department of Transportation
Metropolitan Branch

INTEROFFICE MEMO
Telephone:
Date: February 21, 1980

RECEIVED
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FEB 22 '80
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FOR
Info | Invest | R/D | D/R | Sign | Act | File

TO: The File

File No: 34-2039

FROM: R. N. Bothman
Administrator

SUBJECT: Finley Access

Met with about 20 residents from the Camelot Court area February 20.

In attendance were Representative Nancy Ryles and Terry Hauck, Finley's attorney.

There were about five or six persons who had not been to a previous meeting. Therefore, I reviewed the history of the Finley access, following the letter to Nancy Ryles.

Explained that we were proceeding with the plan, as shown on the wall, anticipating construction this summer, and I wanted to again review that plan. I indicated my second purpose was to review the indenture of access, which was passed out.

Major dissension with the project was led by Mr. Miller. His principal point was that the designation of the location for the overcrossing in the court decision could be interpreted to be satisfied by the Sylvan overcrossing. Pursued this interpretation for at least a half hour.

Nancy Ryles read her response from the Legislative Legal Council, indicating that there was no legal recourse to stop the Department from meeting its obligations.

Considerable discussion was directed to the intersection of Camelot Court and Canyon Road. I committed to reviewing that intersection to improve the left turn movement from Canyon to Camelot Court, which must be made on a regular basis against the design of the island, although not prohibited by a left turn sign.

Discussion pursued off-setting the overcrossing structure from Camelot Court. My response was that we could not go with that recommendation because:

1. We need the clearance height on the freeway
2. We need the clearance distance between the overcrossing structure and the bridge at the TV/Sunset
3. An off-set intersection like that which would be provided is unsafe.

Discussion pursued the extension of 71st to Pointer Road. I indicated we would not consider that, and the county did not normally consider those without petitions from the local residents. The indication was that all six or eight local residents on the street did not want to make the connection of 71st to Pointer Road.

Discussion pursued the traffic volumes used, prepared by Tom Schwab.

We should pursue the design within the existing right-of-way, because of the response from Legislative Legal Council.

We should pursue the pedestrian crossing sidewalk on the overcrossing structure. I indicated that we would be willing to commit to that structure if a connection to the residential area on the north side was also provided, but would not be willing to go with that expenditure unless there was that connection. I indicated I felt that connection would be difficult to pursue. Discussion pursued that children are using the Sunset Freeway to gain access back and forth between the two schools as well as access from the neighborhoods to the zoo and OMSI, riding their bikes on the Sunset.

We discussed the problem of access from Camelot with the heavier traffic from the cemetery. The response was that we would install a four-way stop.

Considerable discussion pursued the indenture of access, with a word-by-word explanation of several of the paragraphs referenced to restricting the use from Finley's with no addition or change requested.

Terry Hauck responded to the intent of Finley to gate the northerly access between the cemetery and new housing development, with the hours of closure between 4:00 to 6:00 p.m. and 9:00 a.m. The gate would only be open from 9:00 a.m. to 4:00 p.m.

Considerable discussion pursued the westbound on-ramp. I provided the reasons that I could not recommend it ; one being the high cost of a simple ramp due to the retaining walls that would be required in the 30 foot cut section to drop down on the freeway; second, the high cost of the other alternative, extending a frontage road up to 76th and then a ramp onto the freeway. That cost would be $170,000. My third reason was that the entire expenditure would be lost with the Sunset Transitway, if that were to be developed. Fourth, the above heavy costs are not justified by our projection of 20 cars per day directed to Camelot Court. Even if that projection were 100 per cent off and we diverted 40 cars, the cost would not be justified.

We have made some commitments in projecting 260 cars a day on Camelot Court. This was the key to the entire issue at this last meeting.

I spoke to and left cards with several close-by residents and asked them to keep in touch as we move forward with the project and not to hesitate to contact me if problems develop, either now or later. The best contacts are the property owners on the southwest corner of Camelot and Pointer Road, who are not happy but are satisfied that we are doing the right thing.

RNB:ke cc: T. Walsh, F. B. Klaboe, J. Sollis, R. J. Heard

34-2039

STATE OF OREGON

INTEROFFICE MEMO

ODOT METRO — DEPT.

238-8226 — TELEPHONE

TO: The File

DATE: January 17, 1980

FROM: R. N. Bothman
Administrator

SUBJECT: Finley Access

Discussed the Finley access briefly with Fred Klaboe on January 14 and with Tom Walsh January 17.

Although initial responses seem to be to proceed with our current design with no further initiation of contact with the neighborhood, my sense is that Tom Walsh desired to follow up our "commitment" made at our meeting with the neighborhood folks.

I agreed to pursue the question with Representative Ryles.

The possibility I proposed was to meet again with the residents at a meeting called by the Department after information was submitted on the plan and the indenture wording to the immediately concerned neighbors. The effort would be to show them the plan as it is now in final design plus the wording for the indenture.

The point is that the neighborhood residents have not responded to my request to contact me with their thoughts after our last meeting in December, which leaves some indication that the opposition to our plan does not exist in sufficient strength for the neighbors to pursue it any further.

RNB:ke

cc: F. B. Klaboe

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JAN 18 '80
REFER TO
FOR
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417

1 Versteeg 1
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2 Christensen
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RECEIVED
JAN 15 1980
ROAD DESIGN SECTION

Do Not File
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Action

Foundation Report
Sunset Highway Uxing Camelot Ct.
Sunset Highway
Washington County
Bridge 16434

## Location

This new structure will carry Camelot Court, a city street, over the Sunset Highway northeast of Beaverton in Washington County. This location is in the S. E. 1/4 of Sec. 1, T. 1 S., R. 1 W., W.M.

## Site

At the proposed structure location, the Sunset Highway passes through a cut in the rolling hills of this primarily residential area. The cut is of sufficient depth that adequate vertical clearance can be provided for the Sunset Highway under the proposed structure with only minor fills required at the bridge ends above the tops of the cut banks (see photographs - Appendix).

Pointer Road parallels the Sunset Highway along the top of the south cut bank, with various private dwellings lying to the south of that street. A major power line is carried on poles along the south side of Pointer Road, but will probably not interfere with construction of the structure.

The Sunset Hills Cemetery lies to the north of the highway. The proposed structure will provide connection of Camelot Court to existing access roads within the cemetery as well as to a westbound off ramp and an eastbound on ramp to the Sunset Highway.

REFERRED TO
Beard Stoudenmeyer
Cole
Eriksen Watson
Hager Dorn Leu
Return Discuss Do File Copy Due
BY FINAL DESIGN ENGINEER
Leu's project

Present roadway cut slopes at the site are predominantly silty clay, sparsely covered by grass, brush and a few small fir trees. Basalt rock outcrops are visible in the cutbanks just west of the structure site (see photographs), and broken basalt mixed in clay is visible along both ditch lines adjacent to the highway. Both cut banks are presently standing on slightly flatter than 1 to 1 slopes, with no apparent problems of sliding or caving.

Foundation Material

Three test holes were drilled at this site, one hole near the structure centerline at the edge of the north cutbank, one hole near the centerline on the south upper ground area of the street, and the third hole farther south near the east gutter line of Camelot Court. Location of the test holes and other information is shown on the Foundation Data Sheet in the Appendix.

The holes were drilled with a truck-mounted rotary drill using H.Q. Wireline drilling equipment. Soil samples and densities were obtained with a standard 2-inch O.D.Split-barrel sampler and the H.Q. Corebarrel.

From 17 to 20 feet of very soft, silty clay is shown to lie at the upper ground surface by Test Holes 501 and 502 and is the same material visible in the upper cutbanks.

This soft clay extends down to near elevation 670, just above the existing highway grade where a relatively thin boundary layer of broken basalt rock mixed in clay was encountered in the test holes. This mixture of broken rock and clay is also visible in the ditch line along the highway and apparently varies from 2 to 6 feet in depth in the area of the highway becoming deeper to the south.

Solid to slightly weathered and fractured basalt rock appears to lie in a plane just under the highway and sloping downward to the south. This basalt was encountered at elevation 668 at Test Hole 501 on the north side of the highway and at a lower elevation, 661, at Test Hole 502, continuing its downward slope to the south through the area of Test Hole 503. However, the rock outcroppings visible in the highway cutbanks indicate the upper surface of the basalt could be highly irregular and could vary by several feet within any particular area.

Foundation Recommendation

For the purpose of this report a single span structure is assumed with the ends of the structure supported on abutments located in the areas of the existing cut slopes near Stations 'CC' 5+75± and 'CC' 6+85±. Differences in location of these abutments will not substantially vary the following recommendations.

The soft sandy clays within the upper 20 feet of ground are not capable of supporting economical structure loads on spread footings at any elevation, and the zone of broken rock and clay immediately above the solid basalt cannot be relied on to provide suitable foundation for higher abutment loads. Spread footings founded on the basalt at average loads up to 15 ton per square foot are therefore recommended for both abutments. Suitable basalt should be encountered near elevation 667 near Station 'CC'5+75± and at approximate elevation 663 in the vicinity of Station 'CC'6+85±. However, the abutment design should allow for some variation in the final field footing elevation to conform with the elevation of rock actually encountered. Cores of this rock indicate a hardness and fracturing that would probably require blasting for any substantial rock excavation or removal, and footings should be keyed into the rock only to a depth to assure removal of highly fractured or weathered material.

Footings for wingwalls or other appurtenances to the abutments which are located above the basalt should be pile supported. For this purpose, point bearing steel H piling are recommended—normally HP10x42 piles driven to 50 tons bearing. Alternate pile sizes may be considered.

Steel piling will penetrate easily to point contact with the basalt, whereupon little or no penetration will occur and care

will be required to not damage piling by overdriving. An average pile tip elevation of 667 can be expected at the north end of the structure and near elevation 660 at the south end, with the final pile length requirements dependent on pile cutoff elevations required by the structure design.

Pile tip reinforcement is not considered necessary at this location.

Jack Davis
Foundation Engineer

JLD:dh
1/11/80

34-2039

STATE OF OREGON

INTEROFFICE MEMO

ODOT METRO — DEPT.

238-8226 — TELEPHONE

TO: The File

DATE: January 2, 1980

FROM: R. N. Bothman
Administrator

SUBJECT: Finley Access

Met with Doug Yocam, editorial writer, Oregon Journal, to review the Journal's editorial of December 22 on the Finley access.

Explained to him my concern that the editorial was extremely lopsided, that, although the facts were straight, the article led the reader to a conclusion.

Explained in some detail the project. Doug indicated a problem with his staff during the last month and that he had not had time to check that article with either Finley or ODOT. He indicated that he would do that in the future on highway editorials.

Spent most of the half hour discussing the Westside Transitway project, Sunset Freeway, 217/Washington County development, and the general effort versus the demand to satisfy the transportation requirements in Washington County. This latter discussion was valuable. I left with him several of the statistics as to the 50 per cent growth in population in Washington County, 100 per cent growth in employment, the AWT on the Sunset at 60,000 five years ago, 90,000 this year, and forecasted 127,000 in 1995. Discussed briefly the effect of this traffic on Barnes Road and Patton Road which led to a good discussion on the overall approach to the Westside Transitway to address the multi-modal project.

RNB:ke

cc: F. B. Klaboe
G. P. Bell

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DOT DIRECTOR
JAN 3 '80
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Oregon
Journal opinion

# Second look needed at propo

The Oregon Transportation Commission plans to build an overpass on the Sunset Highway near Finley's Sunset Hills Memorial Park that a) won't serve many people and b) some, perhaps a majority, of nearby residents don't want.

The reason for building an overpass a quarter mile west of the Sylvan interchange is simply to satisfy a 31-year-old court order to provide eastbound and westbound access to Finley's Sunset Hills Memorial Park.

The state Highway Division, in building the Sunset Highway in 1948, promised it would provide access to the cemetery in exchange for the right-of-way to build U. S. 26.

Once there was to be an Austin Road interchange at Southwest 76th Avenue, but plans were scrapped.

Mourners eastbound could turn left from the passing lane of U. S. 26, cut across the westbound lane through traffic and turn into the cemetery until 1974, when the left turn wisely was prohibited.

Last summer Craig Finley asked the state to provide his access. Now the Transportation Commission seems close to approving an overpass costing about $650,000 which would allow eastbound and westbound traffic better access to the cemetery.

Whether traffic would be channeled south of the highway and onto Camelot Court or Pointer Road remains to be decided.

Robert Bothman, administrator of the metropolitan branch of the Transportation Department, said Finley has been patient as the highway builders shifted plans on cemetery access. "He's been extremely easy on the state," said Bothman.

And, said Bothman, the Highway Division literally has thousands of commitments outstanding around the state. The Division can't renege on commitments it has made to gain needed access and expect property owners to continue doing business with the state, he added.

While the mortuary may be on solid legal ground in demanding its freeway access, the problem cries out for a better solution.

Construction of the overpass could be harmful to the residential area south of the highway, if it brings traffic to quiet streets. Access to Canyon Road isn't needed since it's already available.

Construction work itself would be disruptive to the major arterial which is jammed with commuters during rush hours.

It seems probable that a light rail line will be added along the north side of the Sunset Highway, although a route hasn't been fixed for certain. Light rail would mean several years of construction from Goose Hollow to Highway 217, and it would be logical to wait to build any overpass at that time.

The Sunset Highway has been jammed with traffic since Highway 217 opened, and a mile west of the proposed overpass lies the worst bottleneck on U. S. 26. That is at the Barnes Road exit, scene of many an accident as vehicles moving on to U. S. 26 clash with those leaving the highway. The entire two-mile section between Sylvan and Highway 217 should be drawing the Highway Division's attention.

The highway planners should take anoth
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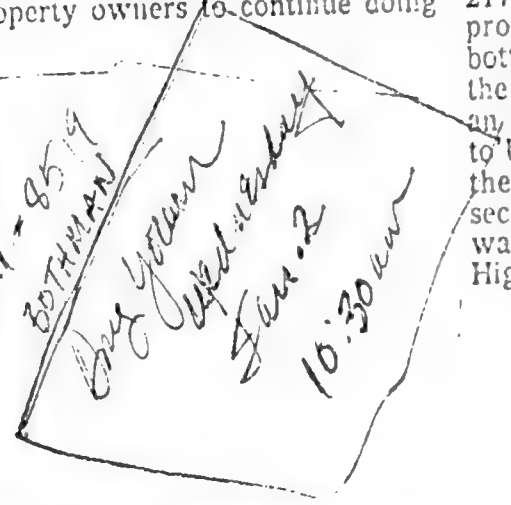

# look needed at proposed Sunset overpass

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The highway planners should take another look at that section of the highway. The overpass is only one of the problems. Traffic flow and highway safety could be improved if some other changes were made while the Department of Transportation is meeting its obligation on a 31-year-old commitment.

Editorial 221-9519 BOTHMAN Bring yourself Jan. 2 10:30 am

Call Finley Jan 2nd 10:30

34-2039 (100)

STATE OF OREGON

INTEROFFICE MEMO

ODOT METRO — DEPT.

238-8226 — TELEPHONE

NOTED
H. S. COULTER

TO: The File

DATE: December 20, 1979

FROM: R. N. Bothman
Administrator

SUBJECT: Finley Access

Received call from Terry Hauck, Craig Finley's attorney, December 18.

He advised he had discussed the meeting of December 13th with Craig Finley and that Finley was totally against the closure of Camelot in any way, unless an equivalent west on-ramp was provided to the Sunset from the mortuary. With the westbound ramp, the closure of Camelot was satisfactory to Mr. Finley. Mr. Finley considers Camelot Court the westbound access if the westbound on-ramp to the freeway is not built.

Mr. Hauck further indicated that a one-way bridge, proposed in several variations at the meeting December 13th, was unacceptable and that Craig Finley needs the westbound access to the Sunset.

Terry Hauck requested that he be added to the mailing list for notification of any future meetings.

His phone number and address is:

Terry Hauck
1200 Standard Plaza
1100 SW 6th
Portland, OR 97204

RECEIVED
STATE HWY ENGR
DEC 28 '79
REFER TO

RNB:ke

cc: F. B. Klaboe
H. S. Coulter

STATE OF OREGON

INTEROFFICE MEMO

HIGHWAY DIVISION - ODOT 378-6883

DEPT. TELEPHONE

TO: E. S. Hunter
Assistant State Highway Engineer

DATE: December 14, 1979

FROM: Frank E. Terpin
Location Engineer F.E.T.

SUBJECT: Sunset Memorial Park (Cemetery) Access
Sunset Highway
Washington County

The attached report and sketch map has been developed for use by the Transportation Commission at their meeting scheduled December 18, 1979.

Ms. Joan Gatewood Miller of 2023 S.W. Camelot Court, Portland, wished to discuss the above subject proposed improvement with the Commission.

VB:ge

Attachment

SUNSET MEMORIAL PARK (CEMETERY) ACCESS
SUNSET HIGHWAY
WASHINGTON COUNTY

December 1979

A project request for improving the access to Sunset Memorial Cemetery has been approved by the Highway Engineer (September 14, 1979) to be added to the Preliminary Six-Year Highway Improvement Program. The purpose of this project is to fulfill a state legal obligation to provide access to Sunset Cemetery (Finley Sunset Hills Memorial Park) from the Sunset Highway.

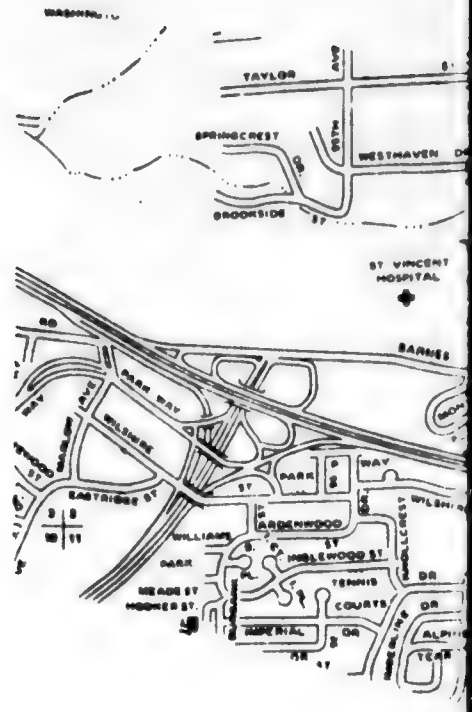
The original access to Memorial Park from Canyon Road was severed by the construction of the Sunset Highway, circa 1948. The deed for the right-of-way granted access to the Sunset Highway and an at-grade connection was provided. In 1972, the left-turn access to the Memorial Park from the Sunset Highway eastbound was terminated due to its creating a very hazardous accident potential. Part of the acceptance for this closure by Mr. Finley (owner of Sunset Memorial Park) was based on future construction of the Austin Road Interchange which would have included an improved access for him. Rejection by the public in 1974 for the Austin Road Interchange project left Mr. Finley without his eastbound access and the Highway Division without a ready solution to the problem of restoring that access.

About this time the Sunset Transitway Study came into being, further delaying any prospects of renewing Mr. Finley's access to Memorial Park.

It now appears that the Sunset Transitway is five to ten years in the future. Also, Mr. Finley plans to close his downtown site and consolidate that operation with his Sunset Hills facility. This will greatly increase the traffic volumes and accident potential at the present access site. For these reasons a project is proposed which will satisfy the Highway Division's commitment made June, 1948, to Mr. Finley.

A sketch map of a proposal preliminary plan which basically involves the construction of a structure over the Sunset Highway and two ramps for access to and from the east is attached. Estimated total construction cost for this proposal is $350,000.

Attachment




SUNSET HILLS MEMORIAL PARK

Sever
Existing Ac

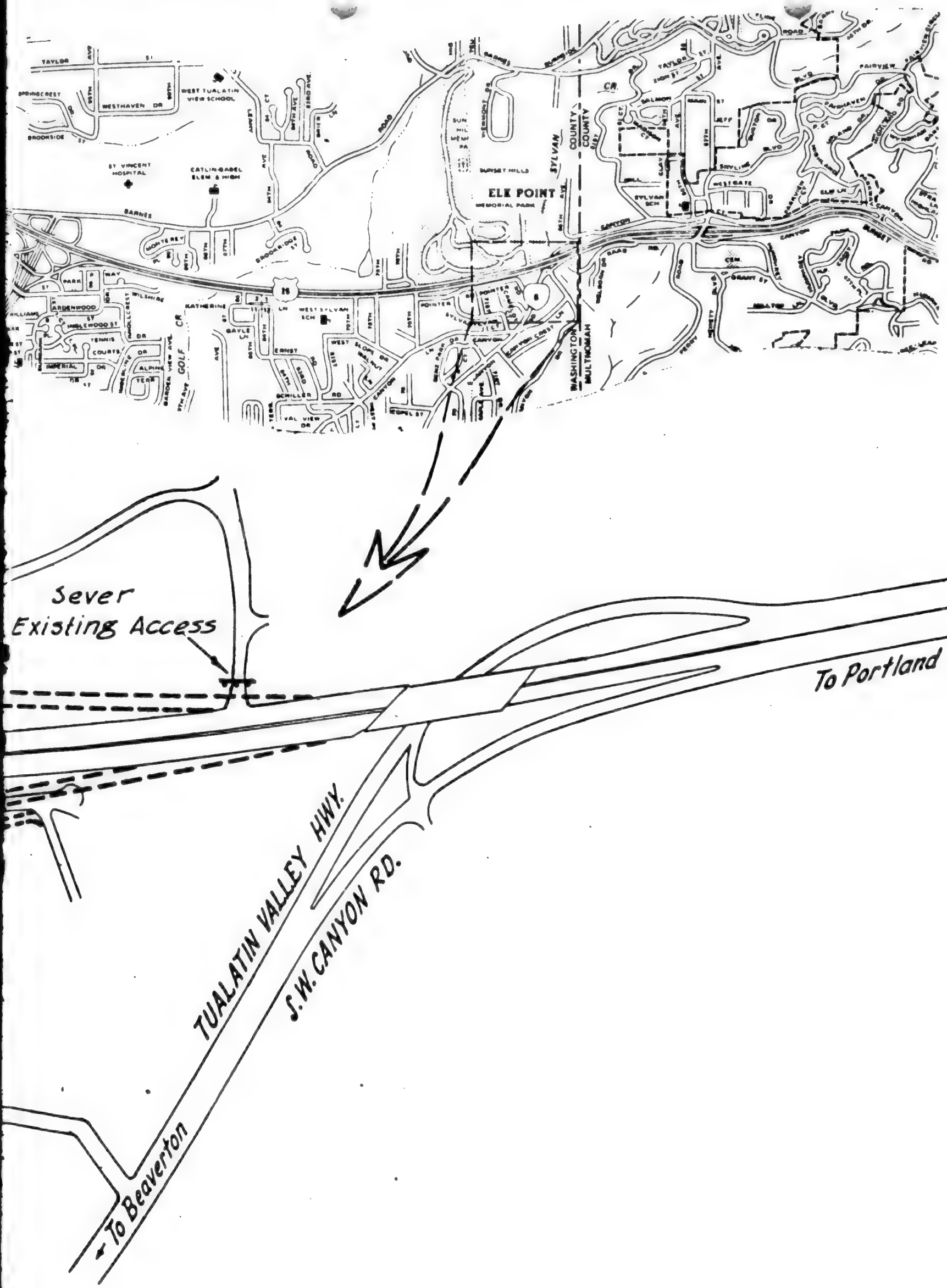
← To North Plains

POINTER RD.

S.W. SYLVAN CT.

S.W. CAMELOT CT.

← To Beaver


TAYLOR AVE
WEST TUALATIN VIEW SCHOOL
WESTHAVEN DR
BROOKSIDE ST
ST VINCENT HOSPITAL
CATLIN-GABEL ELEM & HIGH
BARNES
ELK POINT
MEMORIAL PARK
SUNSET HILLS
SYLVAN
COUNTY
CR
TAYLORS FERRY RD
SYLVAN SCH
WESTGATE
CANYON
WEST SYLVAN SCH
ARDENWOOD
GOLF
TENNIS COURTS
ALPINE TERR
SCHILLER RD
VAL VIEW DR
WASHINGTON
MULTNOMAH
Sever
Existing Access
To Portland
TUALATIN VALLEY HWY.
S.W. CANYON RD.
To Beaverton

034-2039 Trout

STATE OF OREGON

INTEROFFICE MEMO

Metro Technical Services
DEPT

238-8230
TELEPHONE

TO: DUANE CHRISTENSEN
Final Design Engineer

DATE: December 3, 1979

FROM: K. D. LIMBOCKER
Metro Design Engineer

SUBJECT: Camelot Court Interchange Plans
Sunset Highway

This project is for the purpose of fulfilling a state legal obligation to provide access to the Finley Sunset Hills Memorial Park Cemetery.

Traffic is expected to be very light, with no large trucks. Consequently, grade standards have been compromised in order to save right-of-way and eliminate retaining wall.

The probable future expansion of the Sunset Highway to six lanes and the addition of light rail is not to be considered in ramp configuration at this time. However, the overcrossing structure should be designed to allow future expansion.

The grade line of Camelot Court was designed assuming a structural depth of five feet. This may require adjustment, depending on bridge design, preferably towards a lesser structural depth if possible.

Surfacing design was received from Clarence Gregg. Curbs are suggested as shown for drainage control and safety.

Right-of-way work will have to proceed quickly in order to meet the schedule. We assume that some of the trees (approximately fifteen-foot high Arbor Vitae) along Finley's right-of-way will be relocated or replaced. Relocation of Finley's signs will be his responsibility, however, our signing should consider service to the cemetery.

The Sylvan Terrace and Knoll West apartment complexes presently have secondary access via Pointer Road, to be replaced by a private sixteen foot driveway. We have tentatively shown the driveway with curbs to place ourselves in a more favorable position for right-of-way negotiation. Hopefully, a right-of-way trade can be worked out, with a new right-of-way line established along the proposed fence line.

We suggest a six foot chain link fence with slats north of Sylvan Terrace to provide privacy and noise reduction. This fence should terminate in the brush farther east.

Relocation of the eighteen inch water main under the "CS" ramp will be desirable.

Bob Heard is Project Coordinator for this project.

This project is scheduled for letting next spring. The structure vicinity map has already been submitted to Walt Hart.

Submitted herewith are the following:

2 Prints Construction Plan ✓

1 Print Cross Sections ✓

1 Print Profiles and Typical Cross Sections ✓

1 Print Possible Future 6-Lane Expansion ✓

~~1 Each Design Report~~

1 Each Estimate and Calculations ✓

To Final Design 12-5-79

PEH:pq

cc Bob Heard

Enclosures

34-2039 (120)

VICTOR ATIYEH
GOVERNOR

# *Department of Transportation*

## METROPOLITAN BRANCH

5821 N.E. GLISAN, PORTLAND, OREGON 97213

NOTED
H. S. COULTER

November 27, 1979 Telephone 238-8226

Hon. Nancy Ryles
State Representative
11505 SW Jody Street
Beaverton, OR 97005

I will attempt to follow up our discussion of November 26 with the background leading to construction of an access to Sunset Hills Memorial Park.

Originally, the property had access to Canyon Road. The construction of the Sunset Highway severed that access. The acquisition of the property for the purpose of building the Sunset Highway was accomplished by a court settlement. The final judgement, dated June 28, 1948, stipulated that the state provide direct access (the present driveway) to the property from the Sunset Highway, until access was provided by an overcrossing and ramps to and from the freeway.

The final judgement stipulated that the Department planned to construct an interchange at Austin Road (approximately 76th Avenue) and that this would connect the property, providing full access to the Sunset Freeway. The final judgement clearly indicates that full access is to be provided from the Sunset Freeway to the Finley property.

In 1972, the section of the Sunset Highway from the Sunset Hills to Cedar Hills became a high hazard section with a high accident experience. Concerned with the accident experience, the state confronted Mr. Finley with a request to close the eastbound access to and from the property. Mr. Finley consented to this closure in spite of his rights, based on the assumption that the Austin Road interchange would be completed. This action was formalized with an agreement between Mr. Finley and the state.

In 1974, the Austin Road interchange project was taken to a public hearing and met with substantial opposition. People living south of the Sunset Highway objected to the potential traffic through their neighborhoods caused by people driving to the new interchange. Rejection of this interchange left Mr. Finley without his eastbound access and the Department without a solution to provide access to the Finley property.

In 1975, the Department attempted to provide access to the Finley property. Both the Oregon Transportation Commission and the Department committed to provide full access to the Finley property. The proposal in 1975 was to extend the northerly frontage road from Sylvan to connect the Finley property to the Sylvan interchange. While not considered the most desirable solution by the Finleys, this plan met with their acceptance. The design work was done, but this proposal was shelved due to the proposed development of the Sunset Transitway.

Form 734-3122

Mr. Finley has been extremely patient with the Department while we tried to work out our problems in a rational manner.

Sale of the Finley property in downtown Portland and the movement of the entire operation to the Sunset Hills Memorial Park last month has prompted Mr. Finley to exercise his right to access to the Sunset Freeway.

Since 1972, the traffic has doubled on the Sunset Freeway and the accident picture is too severe to consider reopening a left turn access eastbound to the Finley property. The Department again tried to develop alternatives to provide access as stipulated in the final judgement. Alternatives considered included an overcrossing structure to Camelot Court and Camelot Court to Canyon Road. This would have replaced the original access, although not satisfying the court judgement. Mr. Finley declined to accept the proposal.

The second alternative would have extended the frontage road from Sylvan to the Finley property. Since the 1975 proposal, the right-of-way to extend the frontage road has been utilized for two office complexes now located on the frontage road. This prohibits the second alternative.

The third alternative was to provide funds to Mr. Finley to improve his access via his northerly driveway, Barnes Road, and Skyline. This alternative was totally unacceptable to Mr. Finley.

The last alternative was an option of the first, which provided a westbound off-ramp to the overcrossing structure and eastbound on-ramp from the overcrossing structure to provide access to the Sunset Freeway. This access was developed to be responsive to the problem of directing traffic on Camelot Court.

These alternatives were presented to Mr. Finley August 24 by Mr. Tom Walsh, OTC Commissioner, and Mr. Fred Klaboe, ODOT Director, and myself. Mr. Finley would only agree to the first plan with the ramps, so the Department proceeded to refine that plan. That plan was again presented to Mr. Finley on September 13 and was agreeable to him, even though it does not provide the westbound on-ramp. That access is provided by utilization of Barnes Road to the west and Camelot Court and Canyon Road to the west.

The authorization to proceed with the design of the project is in response to the right-of-way settlement. The project has not been funded in the Department's program. It has been added to the preliminary program subject for review this month and subject to adoption by the Commission in February of 1980. The funds proposed are state funds.

The project has been determined to be an assessment only project. This means that the finding from the assessment is that no significant impacts exist to be evaluated nor is a public involvement program required. The assessment was based on the very limited use of the project.

The public meeting was scheduled at the CPO with notices sent to all affected property owners in the area in order to review the project with the public. The second follow-up meeting is now scheduled for December 13. Further work with the adjacent neighborhood will be done in order to attempt a solution to provide the access granted by the courts to the Finley property in a way that is satisfactory to the rest of the area.

Jack Sollis, Assistant Attorney General, indicates that there is no statute of limitations for a final court judgement.

The current schedule would provide for completion of the Finley access project in 1980. The Sunset Transitway schedule currently calls for selection of an alternative in November 1982, approval of that alternative in September 1983, contract in June 1985, and completion in June 1988. It is my opinion that it would be unreasonable to require Mr. Finley to await a decision on his access for an additional eight years. He has also indicated that this is unacceptable to him because of the consolidation of his business.

We will design the structure so that it is compatible with a potential project on the Sunset Freeway. The structure would be designed so that it could be extended to accommodate light rail, a busway, or whatever is chosen.

I fully intend to clarify the use of this interchange in the Indenture of Access document, which will be drawn up between the Department and Mr. Finley. The Finley access to the interchange will be a driveway access. This provides us the necessary tools to restrict that access. I believe the court judgement intended to do that, however, needs to be strengthened. In my discussions with Mr. Finley, he has indicated that this is satisfactory. I believe that the Department would see fit to finalize that agreement prior to proceeding with construction of the overcrossing access structure.

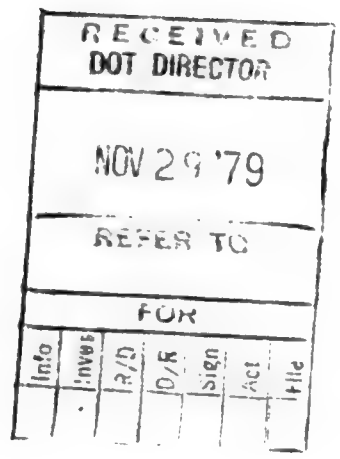
I would be happy to work with the neighborhood groups relative to actual wording that clarifies the use of the Finley access to their satisfaction. However, we are limited to providing access to the Finley property according to the final court judgement.

I have attempted to hit most of the points that we discussed. If you have further questions, please do not hesitate to contact me. I would be interested in meeting with any of the interested persons involved with the project in an attempt to work out a solution that meets the local neighborhood interests.

Robert N. Bothman
Administrator

RNB:ke

cc: Tom Walsh
Fred Klaboe



47

ROAD DESIGN SECTION 378-6558

K. D. Limbocker
Metro Design, METRO

October 2, 1979

A. D. Olson
Preliminary Design Engineer

Finley Cemetery Access
Austin Road Interchange
Sunset Highway
Washington County

Enclosed is a print of one of the alternate plans considered for the Austin Road Interchange in 1974. Ramps to and from the east in the vicinity of the Finley access were used. Profiles for the ramps and frontage roads are also enclosed.

Several retaining walls are shown on this plan but may not be needed if a facility of this general configuration were constructed just to serve the Finley property. We were allowing for some minor widening of the Sunset Highway median and full 10-foot shoulders with curbs, a typical section on the southerly frontage road that was slightly wider than the existing facility, and a rather wide typical on the westbound exist ramp near the northerly end of the proposed structure. If we were to use the existing Sunset and southerly frontage road, with a narrow ramp on the northerly side, no walls should be required.

This design was done in 1974, before the Sunset Transitway was proposed, so there was no provision for compatability with a transitway.

ADO:cj
Enclosures

Versteeg ✓
Anderson
Christenson
Olson
Sullivan
Terpin
Trout
Wakerlig

RECEIVED
OCT 0 2 1979
ROAD DESIGN SECTION

Do Not File
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Action

1974 ±

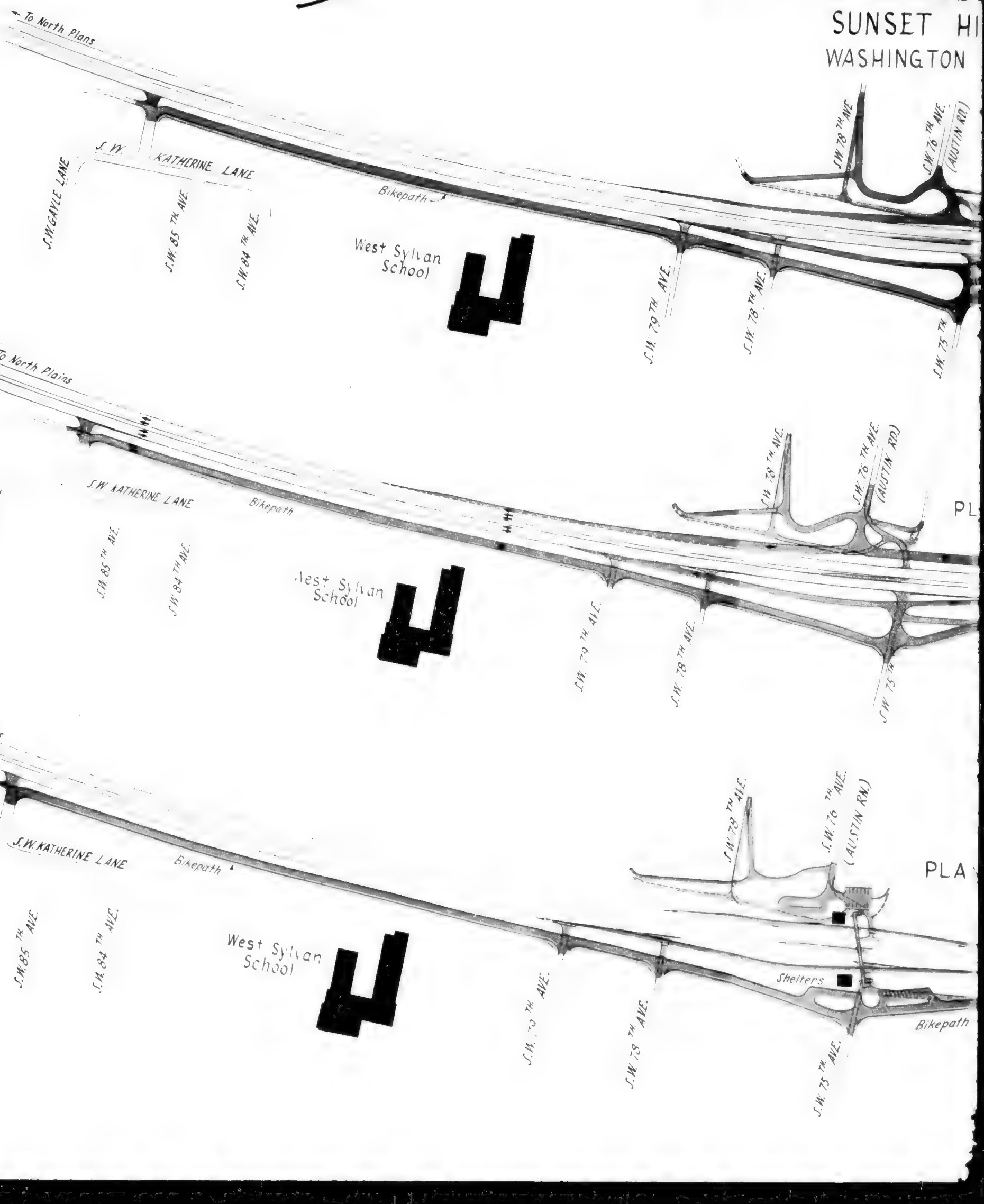
OREGON STATE HIGHW

# CORRIDOR AND DESIG

# AUSTIN ROAD

## SUNSET HI

WASHINGTON



HIGHWAY DIVISION

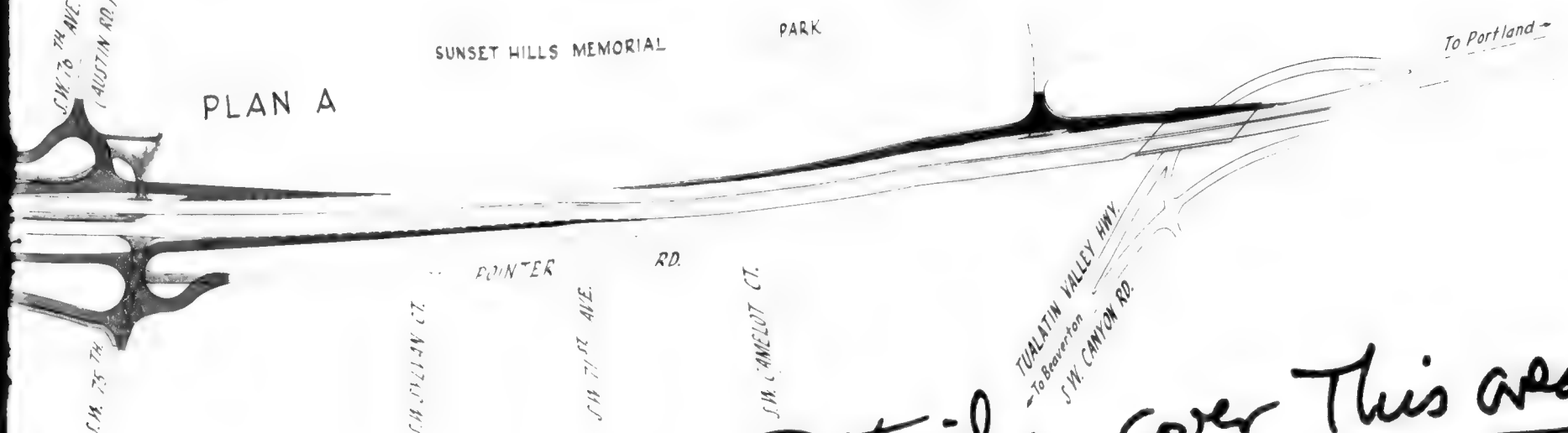
# DESIGN HEARING MAP

# OAD SECTION

## ET HIGHWAY

## NGTON COUNTY

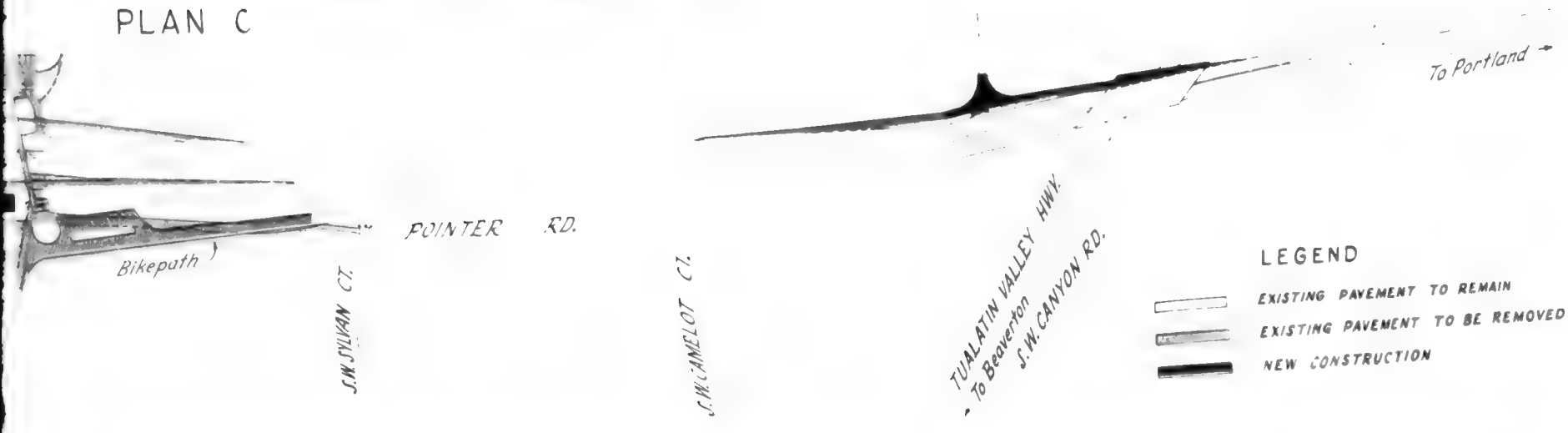
PLAN A




Details cover This area

PLAN B

PLAN C



STATE OF OREGON

INTEROFFICE MEMO

ODOT METRO — DEPT.

238-8226 — TELEPHONE

TO: F. B. Klaboe
Director

DATE: September 13, 1979

FROM: R. N. Bothman
Administrator

SUBJECT: Finley Access Sunset Highway

Reviewed the attached proposed layout for an access to the Finley Sunset Memorial Hills property on the Sunset Highway with Craig Finley September 13.

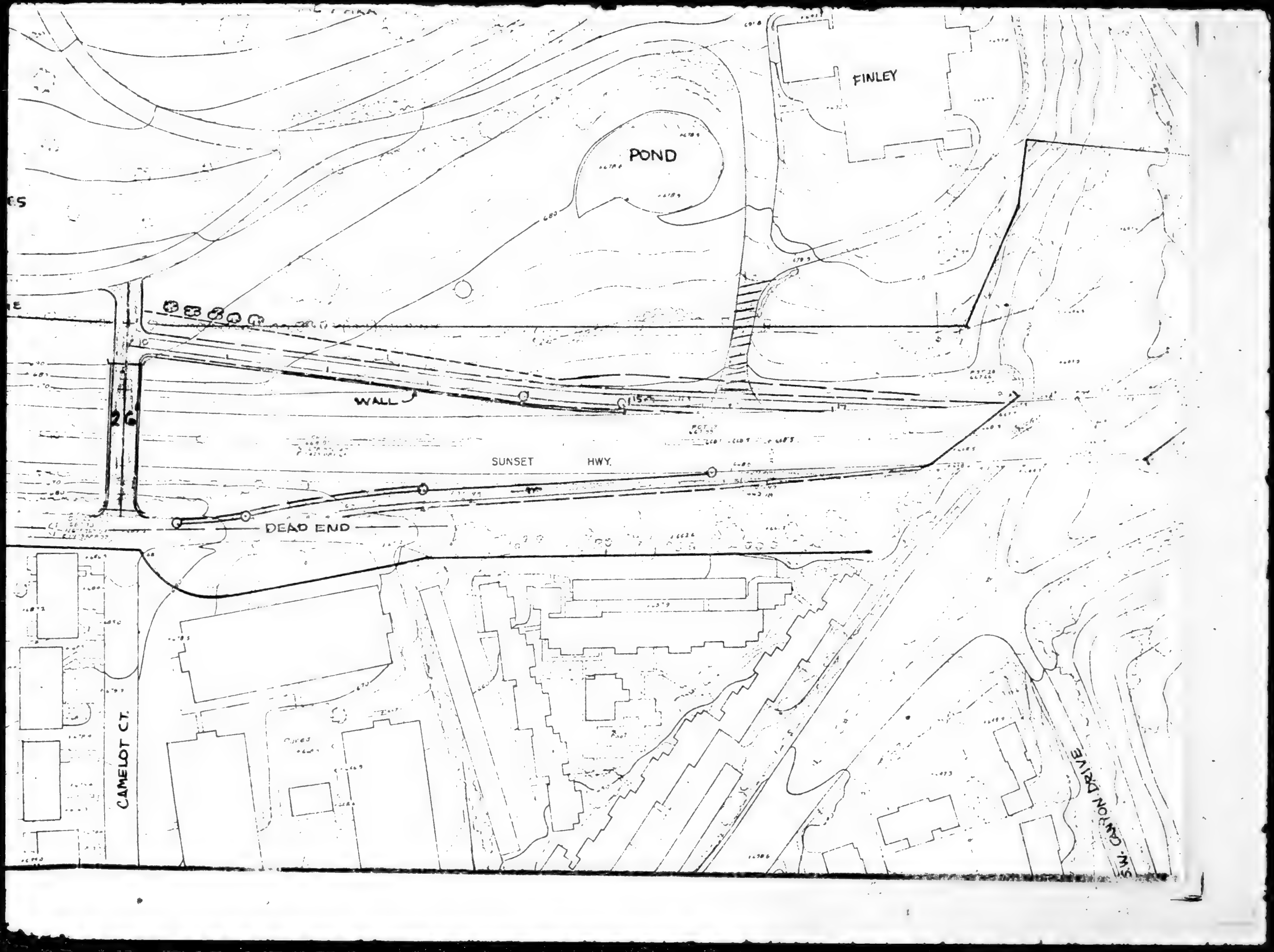
Discussed proposal with him for about half an hour, including most of the aspects of widths, the type of design, the retaining wall, signing, removal of his existing access, connection to the Tualatin Valley Highway, etc.

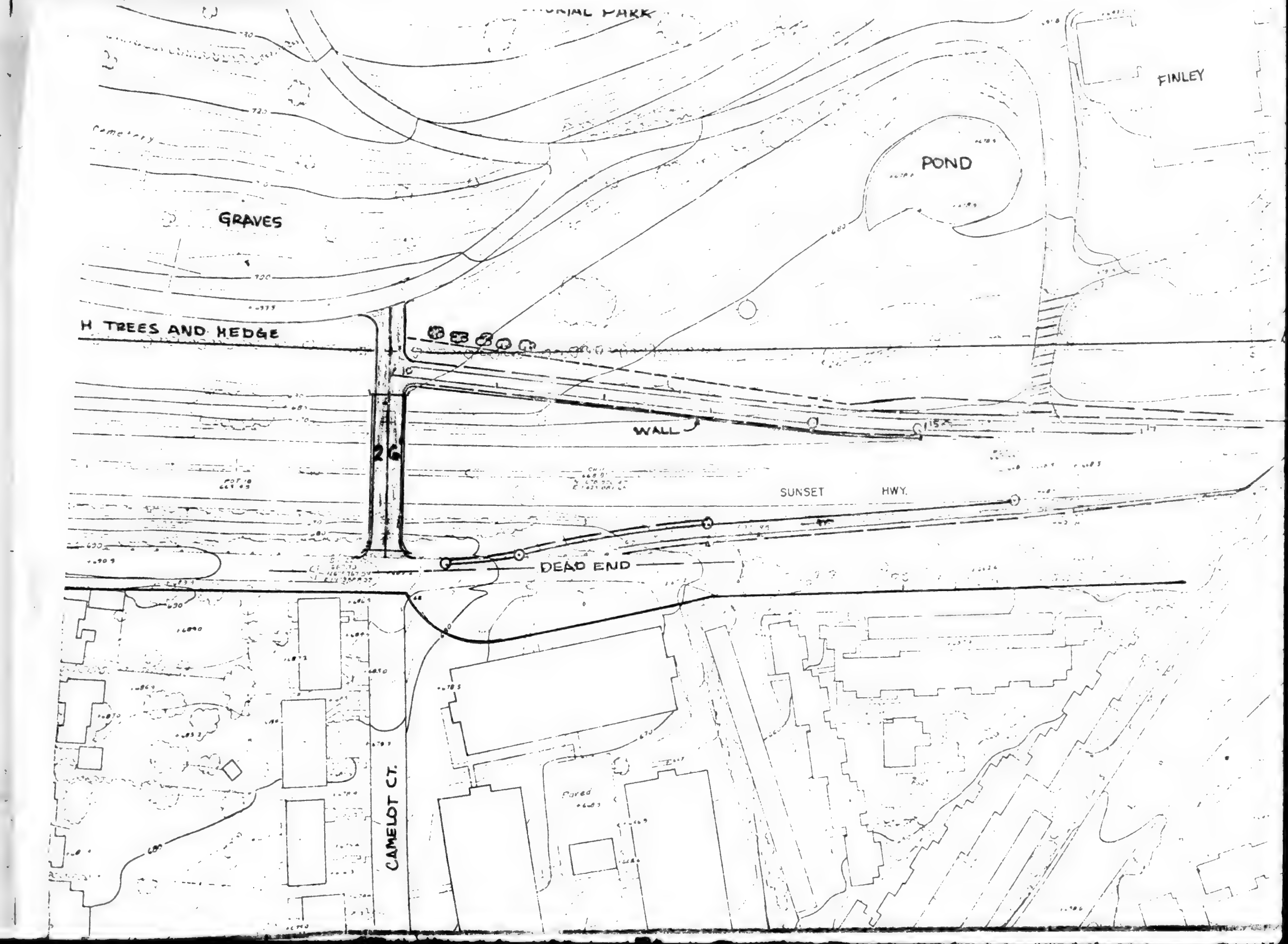
Craig Finley acknowledged an unqualified agreement to proceed with the plan. He also requested that I continue to keep him posted as to the progress towards implementation of such a plan.

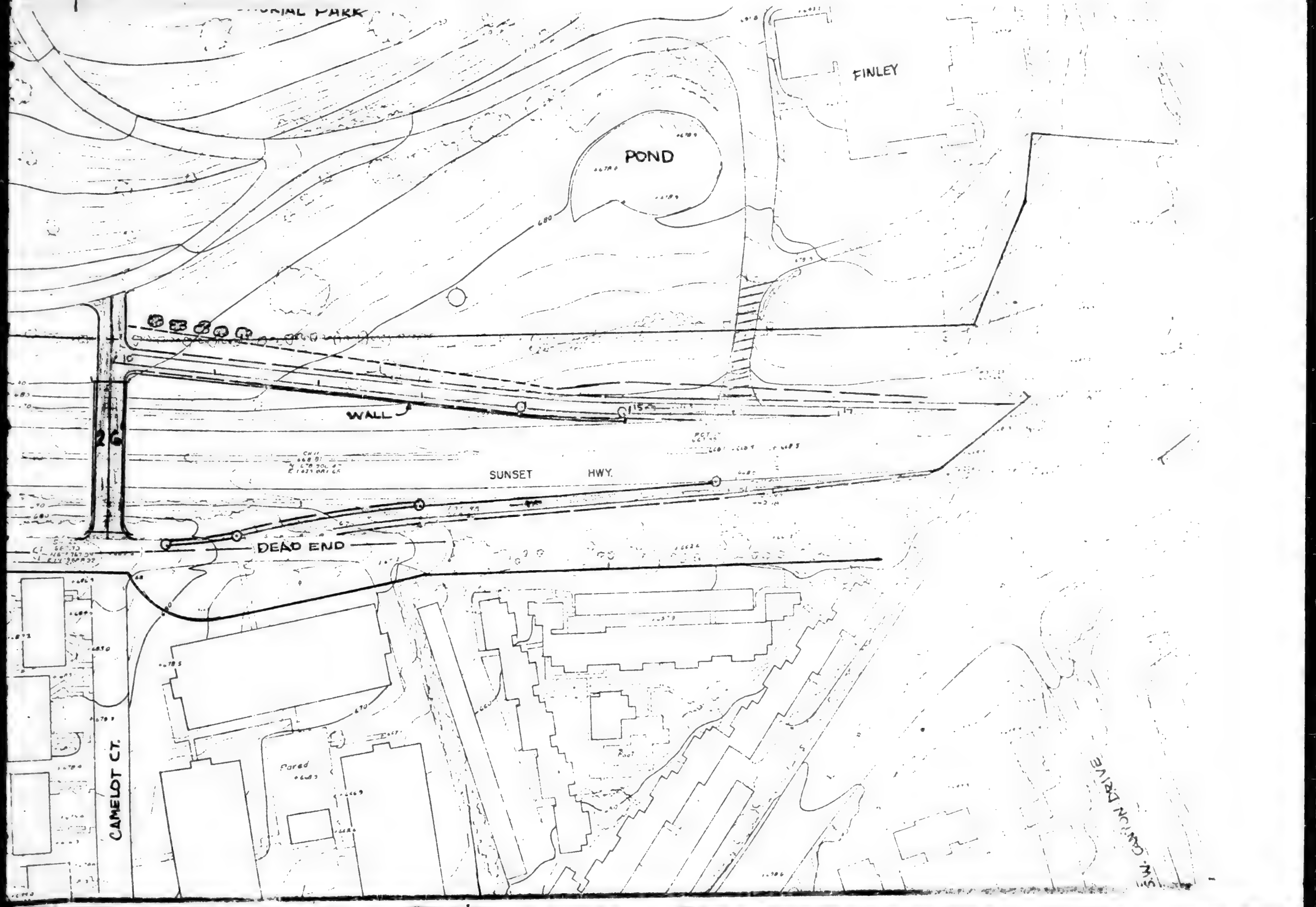
RNB:ke

Attachment

RECEIVED
DOT DIRECTOR
SEP 18 '79
REFER TO
FOR
Info | Invest | R/D | D/R | Sign | Act | File


FINLEY
POND
WALL
SUNSET HWY.
DEAD END
CAMELOT CT.
CANYON DRIVE


FINLEY
POND
GRAVES
H TREES AND HEDGE
WALL
26
SUNSET
HWY.
DEAD END
CAMELOT CT.
Paved


POND
FINLEY
WALL
SUNSET
HWY.
DEAD END
CAMELOT CT.
Pond
SW CANYON DRIVE

1176

STATE OF OREGON

INTEROFFICE MEMO

ODOT METRO — DEPT.

238-8226 — TELEPHONE

NOTED
H. S. COULTER

TO: D. H. Moehring
Project Management

DATE: September 11, 1979

FROM: R. N. Bothman
Administrator

SUBJECT: Project Request
Finley Access
Sunset Highway

Herewith project request for project to provide access to Finley Sunset Hills Memorial Park located on the Sunset Highway.

The urgency to proceed with satisfying the department's commitment to provide access made June 28, 1948 in accordance with circuit court case 14259 is the closure of the Finley facility in downtown Portland and consolidation of that operation with the operation at Sunset Hills.

There is a long series of commitments to proceed; one being a signed letter agreement dated December 3, 1971 between Mr. Finley and Mr. Klaboe, which allowed the Highway Division to close the current eastbound access in anticipation of the establishment of an interchange in 1972.

That effort, the Austin Road interchange, failed to materialize. An attempt in 1975 to proceed with development of an access became entangled with the Sunset Transitway and was delayed pending the outcome of that project. My current belief is that the outcome of that project is at least five to ten years from implementation with a 50 per cent chance that it will be located on the Sunset Freeway involving the Finley property.

For the above reasons Mr. Klaboe and Mr. Walsh have met with Mr. Finley and have presented several alternatives. We have tentative agreement on an alternative to provide access as described in the attached project request.

Mr. Klaboe and Mr. Walsh have agreed to proceed with the project utilizing state funds. The desire is to proceed expeditiously to a construction contract in the next construction season.

I have attached with the project request the authority for survey and request that you take the necessary steps to gain approval to initiate the design work.

RNB:ke

Attachments

cc: F. B. Klaboe
H. S. Coulter
F. R. Terpin

RECEIVED
STATE HWY ENGR
SEP 14 '79
REFER TO
FOR

Klaboe
Coulter
Terpin

# OREGON STATE HIGHWAY DIVISION
## PROJECT REQUEST

**A. IDENTIFICATION:** Date: 8/29/79

Proposed Section: Finley Access — Region: Metro

Highway: Sunset — St. Hwy. No. ____ M.P. ____ to M.P. ____ Length: ____

County(s): Washington (Attach Sketch Map)

Recommended Construction Date: March 1980 — Proposed 6 YP ____

Method of Doing Work: Contract X — St. Force ____ Other ____

**B. FINANCING**

| | Section | | Year | Funds Available |
|---|---|---|---|---|
| Postpone ☐ | | Current 6 YP | | |
| | | Recommend | | |
| Cancel ☐ | | Current 6 YP | | |
| | | Recommend | | |

If not one of the above - Recommended Financing: State funding (R/W commitment)

FAI ☐ . FAP ☒ . FAS ☐ . ST. CONST. ☐ . OTHER ☐ ____

**C. ROADWAY & TRAFFIC**

| | Width | | | | Structures | | Extg. Traffic (Year ) | | Proj. Traffic (Year ) | |
|---|---|---|---|---|---|---|---|---|---|---|
| | No. Lanes | Pvmt. | Shldrs. | Walks | No. | Tot. Lng. | ADT | Service Level | ADT | Service Level |
| Existing Facility: | N/A | | | | | | | | | |
| Proposed Facility: | 2 | 24' | - | - | 1 | 150' | N/A | - | N/A | - |

**D. DEFINE THE PROBLEM:** Limited access to Finley Memorial Park.

**E. PROPOSED SOLUTION:** Construct overcrossing and appropriate ramping to provide necessary access.

**F. REASON FOR REQUEST AT THIS TIME:** Right-of-Way settlement. Finley moving downtown operation to Sunset Hills location. Finley has requested performance of R/W commitment.

**G. COST ESTIMATE**

| | | |
|---|---|---|
| Roadway Work | $ 275,000 | |
| R/W (Approx: No. of Parcels ____, Acres ____, Any Reloc. ____). | | |
| Structures | 400,000 | |
| Other (Define) | | |
| Preliminary Engineering (By Whom) State | 25,000 | |
| TOTAL | 700,000 | |

**H. REQUESTED BY:** [signature] Region Engineer or Section Head

Approval/Disapproval: [signature] for State Highway Engineer — Date 9/14/79

~~Approval/Disapproval~~: _____ Asst. Director for Operations — Date _____

Oregon Transportation Commission

Approval Date 6 year Update

Remarks & Action Taken:

Referred To Meeting to add to Preliminary Program [PE to be approved immediately (State Fund)

Form E-30 (Rev. 9-71)

OREGON STATE HIGHWAY DIVISION

Planning File No. 79-70

# AUTHORITY FOR SURVEY

Section Finley Access

Date August 29, 19 79

Highway Sunset

Authorization No. 1

County Washington

Survey Prefix _____ (Assigned by Salem office)

**Description of termini, route, length, etc.:** Spot location at M.P. 70.70 on the Sunset Highway

**Proposed:** Construct an overpass and ramping to serve the Finley property as per the Right-of-Way settlement.

**Purpose of Survey:** State to perform field survey, prepare plans, specifications, estimate of cost and complete PS & E

Funding State
~~Category 3NM~~ NA
Estimated Cost $500,000

| | | Estimate of Cost |
|---|---|---|
| Field Survey | (901) | $ 7,400 |
| Citizen Participation | (902) | |
| City of County | (903) | |
| Consultant | (904) | |
| Final Design | (905) | 3,000 |
| Bridge Design | (906) | 9,000 |
| Preliminary Design | (907) | |
| R/W Description | (909) | 500 |
| Soils & Geology | (910) | 1,500 |
| Traffic | (911) | 500 |
| Landscape | (912) | |
| Liaison R/W | (913) | 100 |
| Utility | (914) | 500 |
| Photogrammetry | (916) | |
| Location Studies | (918) | |
| Engr. Graphics | (919) | |
| Office Engineer | (920) | |
| Specifications | (921) | 1,000 |
| Environmental | (923) | |
| Air Quality Monitoring | (925) | |
| Foundation Exploration | (926) | 1,500 |
| Seminars | (950) | |
| Hearings | (980) | |
| Equal Opportunity | (985) | |
| Advisory Committees | (986) | |

**INSTRUCTIONS**

Submit four copies to Salem. After approval by the Assistant State Highway Engineer, one copy will be sent to the Regional Engineer and one copy to the Resident Engineer.

This form does not constitute authority for making survey until approved and returned.

Submit separate order for each survey.

Total estimated cost of survey . . . . . $ 25,000

Previous authorization . . . . . .....

Additional authorization requested . . . . .....

Additional authorization approved (Salem) . .....

Total all authorizations approved (Salem) . . .....

Requests made by:

KEN D. LIMBOCKER, Metro Design Engineer

Recommended for Approval:

Regional Engineer

M. J. KLOTZ, Metro Technical Services Engineer

Recommended for Approval:

Location Engineer

Approved:

Assistant State Highway Engineer

SP*23604-734

STATE OF OREGON

INTEROFFICE MEMO

ODOT METRO — DEPT.

238-8226 — TELEPHONE

TO: F. B. Klaboe
Director

DATE: August 15, 1979

FROM: R. N. Bothman
Administrator

SUBJECT: Finley Sunset Hills Memorial Park Access

Several actions have lead to the reconsideration of the Finley access to the Sunset Freeway. First, the Finley organization is considering sale of their downtown facility and consolidating that activity at their facility on the Sunset Freeway, greatly increasing their traffic. Secondly, the Sunset Transitway is at least five to ten years from completion.

Two problems are directly involved with solving the Finley access problem. First, a reminder that we have removed their access to and from the eastbound lanes of the Sunset Highway, leaving them only access to and from their facility westbound. Their current alternative is to utilize either Sylvan interchange or 217 interchange on the Sunset Highway connecting to Skyline and Barnes Road for access from the north to their facility. The first problem is the direct access the Finley facility currently has on the Sunset Freeway. Our objective is to develop a freeway between Portland and Cornelius Pass Road, eliminating the two or three driveways which currently exist. The second problem is that there is a likelihood of a major transit facility in the Sunset corridor, which would be along the north side of the Sunset Freeway and would sever their access. Both of these problems lead me to believe that we should strive to eliminate the access of Finley's as a driveway onto the Sunset Freeway.

There appears to be three options available to remove the Finley Sunset Hills Memorial Park access. These include:

Option 1. An overcrossing structure to Camelot Court. Recommended would be a 20 foot roadway, standard drive width for single owner use with fifty or more vehicles per day. There are no visible graves in the affected area. Right-of-way costs would be minimal and only utilize a small portion of the Finley property, which at $1 per square foot would be about $1,000.

This option would provide access eastbound on the Sunset at Southwest 75th as well as providing access via Camelot Court to Southwest Canyon Road. Working together with their current access for the westbound lanes, this would provide good access westbound and good access eastbound in an easterly direction. The access to the memorial park from the west would be via the 217 interchange and Barnes Road, which provides no appreciable out of direction flow. Traffic would have an option of utilizing the Tualatin Valley Highway and Camelot Court for very little out of direction flow.

The cost of this alternative is estimated at approximately $200,000.

The alternative does not provide a solution to the driveway onto the Sunset. Also, the solution would be a total loss with the construction of the

Sunset Transitway, which would eliminate the driveway onto the Sunset.

Option 1A. Construct the overpass and connection to Camelot Court and, at the same time, close the current driveway to the Sunset. This would require all the access for the Finley Sunset Hills Memorial Park to use Camelot Court and the Tualatin Valley and Barnes Road to the Sunset. This would eliminate any need for a frontage road to Finley's as part of the transitway project. This is a permanent solution. This provides the same access as before the Sunset Freeway was built.

Camelot Court serves primarily apartments. It is a good street, but has a poor connection to the TV Highway. This connection would require modification and perhaps a signal. Currently, left turn movements are prohibited. There could be a public response to the access to Finley's.

Option 1B. Utilize the same overcrossing structure as in Option 1 and construct an eastbound on-ramp from the frontage road to serve the Finley property and a very small neighborhood. The additional cost is approximately $100,000.

This plan would conflict with the alternative under the transitway to extend the frontage road and would become unnecessary, as well as the overcrossing with the frontage road connection, as part of the transitway project.

Option 2. Option 2 extends the frontage road south of the office complex east of Finley's connecting to the Finley property. A portion of this road would be identical to the frontage road proposal for the Sunset Transitway. The option would be expensive, requiring lengthy retaining walls on both sides of the frontage road. All of the walls would be lost with the Sunset Transitway construction. Assuming a 20 foot wide roadway and no right-of-way implications, the estimated cost is $1,600,000. Of this sum, $1,450,000 would be lost with future construction of the transitway.

Option 3. A third option would be to provide funds to Finley Sunset Hills Memorial Park as compensation for their access adequate to improve their north exit to Barnes Road between Burnside and Skyline. Presently, Finley's north exit road is 20 feet unstriped and uncurbed. It could be widened to 24 or 26 feet easily. We suggest 24 feet to be compatible with widths on Barnes Road and Skyline Boulevard. The existing road could be widened and overlaid at a cost of $95,000. No right-of-way implications are apparent. This section is a half mile long.

Barnes Road between Burnside and Skyline Boulevard is 20 feet wide striped and uncurbed. It could be widened to 24 feet without cutting trees. The upper section could be made wider, perhaps 28 feet; but we suggest 24 feet throughout. Barnes Road needs an overlay. The estimated cost of widening and overlaying without any right-of-way implications would be $155,000.

Total cost of this option is approximately $250,000. The expense would not be lost with the construction of the Sunset Transitway. This option should include closure of the access to the Sunset in total.

From this analysis, it appears that only two alternatives are reasonable to proceed with at this time: either Option 1 or Option 3.

My recommendation is to further explore Option 1A, which would provide for construction of the overcrossing structure as a driveway to the Finley Sunset Hills Memorial Park, connecting it with access to Camelot Court and the Tualatin Valley Highway and further doing this in compensation for closure of their existing access on the Sunset Freeway in total.

RNB:ke

Attachment

Bothman
hand delivered
8-20-79

ROAD DESIGN SECTION 378-6558

J. B. Boyd
Manager, Right of Way

J July 30, 1979

W. H. Wakerlig
R/W Descriptions Engineer

Sunset Memorial Park
Files 3139A & 3165A
Sunset Highway
Washington County

As requested, I have reviewed the "possible error" in the northerly R/W line of the Sunset Highway near Sunset Memorial Park where the width changes from 105' to 150'. Two interpretations as to the position of the R/W line across the now vacated public road, dedicated when Brussart Tracts was platted, follow:

1. County Survey 3937, conducted in 1950, as well as the assessor's map, shows a highway iron on the east line of Block 8 at 150' from centerline. Assuming the Highway Division claimed this portion of the public road, the 1967 vacation "north of Sunset Highway" would have no effect on the R/W widths of 150'. I have been unable to locate any documentation to support this assumption other than that listed above.

2. Assume 105' on west side of public road and 150' on east side, as shown on 6B-19-23, is correct. Vacation of the public road to the abutting owners would place a jog from 105' to 150' at the centerline of vacated road as shown on the sketch prepared by Marx and Chase, Inc.

Due to the conflicting interpretations I recommend the Region be contacted to determine our needs. If the field investigation indicates this property is required for highway purposes, perhaps our apparent claim as in #1 above will hold. Should the property be excess, execution of a boundary line agreement may be in the general interest.

WHW:cj
Attachments

Versteeg ✓
Anderson
Christensen
Olson
Sullivan
Terpin
Trout
Wakerlig

RECEIVED
JUL 30 1979
ROAD DESIGN SECTION

Do Not File
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Bring Up
Action

STATE OF OREGON

INTEROFFICE MEMO

ODOT METRO — DEPT.

238-8226 — TELEPHONE

TO: K. D. Limbocker
Design Engineer

DATE: July 17, 1979

FROM: R. N. Bothman
Administration

R.N. Bothman
EE

SUBJECT: Finley Sunset Hills Memorial Park Access to Sunset Freeway

Mr. Finley of Finley Sunset Hills Memorial Park has raised the question of when he is to receive his access to the Sunset Freeway. Currently, he is in the process of closing his downtown facility and incorporating that activity at the Sunset Hills Memorial Park.

The long-range solution is tied to the Sunset Transitway, which would provide a frontage road from the east along the transitway to his property. However, it is five to ten years in the future and not a reasonable response to Mr. Finley after his patience over the last ten years.

There are several options and I would like you to recon their feasibility. These include, but should not be limited to:

1. Extension of the frontage road south of the office complex east of Finley's, connecting to the Finley property. I suggest that we utilize the alignment of the future frontage road from the Finley property as far as possible to the east, then construct whatever temporary facility we can put together to miss the office buildings and connect to the Sylvan frontage road. We could use minimum driveway standards; i.e. perhaps a 16 or 20 foot width driveway. This would probably entail a wall along the office complex squeezing the driveway between that wall and the Sunset Freeway.

2. Construct a driveway overcrossing structure from the Finley property over the Sunset Freeway connecting to the most easterly street connecting to the TV Highway. This again is a minimum driveway structure, perhaps 16 to 20 feet wide.

3. Utilize the existing westbound access, perhaps improving it somewhat with a decel lane, and then construct a driveway oneway overcrossing structure over the Sunset connecting to the eastbound lanes toward Portland.

4. Utilize the existing westbound access with a ramp from the Sunset eastbound and to the Sunset eastbound (similar to south side at Zoo).

5. Upgrade Finley's access to Barnes Road by overlaying, etc., and do the same to Barnes up to Skyline, paving Barnes as wide as possible.

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The Austin Road interchange was unacceptable to the neighborhoods in West Sylvan Hills and therefore not an option.

Some thinking might go into the future for the ten houses at 76th on the north side of the freeway. We will have to deal with that sooner or later, and that might be considered with Finley's access solution.

I would like sketches, cost estimates, right-of-way implications, and so forth to provide a response to Mr. Finley in the next month.

RNB:ke

cc: F. B. Klaboe
W. J. Hart
M. J. Klotz

*Department of Transportation*
HIGHWAY DIVISION
Region I
P.O. BOX 02157, PORTLAND, OREGON 97202 PHONE 653-3090

July 16, 1979

In Reply Refer to
File No.:

Mr. Craig Finley
Sunset Hills Memorial Park
6801 SW Sunset Highway
Portland, OR 97225

Dear Sir:

As you requested, attached is a xeroxed print showing the access road into Memorial Park cemetery which we had developed in 1975. As you may recall, as we were developing this proposal the Sunset transitway concept came into being which required that the cemetery access plan be tabled until the transitway impact became known. Metropolitan Administrator Robert Bothman is representing the Highway Division in that transitway study, so any further contact regarding this access should be directed to him. He can be reached at 238-8226 and his address is 5821 NE Glisan, Portland. If I can provide any information regarding my role in the development of this access plan, please let me know.

Sincerely,

Edward L. Hardt
Region Engineer

Attachment

ELH/cr
bc Tom Walsh w/attachment
F. B. Klaboe "
R. N. Bothman "

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CONST.
SUNSET HWY.

CONST.
$23,000.00

ROBERT W. STRAUB
GOVERNOR

*Department of Transportation*
METROPOLITAN BRANCH
5821 N.E. GLISAN, PORTLAND, OREGON 97213
Telephone 238-8226

June 29, 1979

Tom Walsh
Oregon Transportation Commission
Walsh Construction Company
3015 S.W. First Street
Portland, Oregon 97201

Subject: Finley Sunset Hills Memorial Park Access

Originally the Memorial Park had access to Canyon Road through the local street network. The construction of the Sunset Highway severed that access, and the deed for the right-of-way specifically, and clearly grants access to the Memorial Park.

This section of the Sunset Highway from the mortuary to the Cedar Hills interchange, became a high hazard section with high accident experience. That was motivation for closure of the left-turn refuges; Finley's access for eastbound traffic, turning left into the Memorial Park, was closed. Mr. Finley was concerned with the safety and consented to this closure in spite of his rights, stipulated in the deed. Part of the acceptance of this proposal by Mr. Finley was based on possible construction of the Austin Road interchange. To the best of our recollection, the closure of Finley's access occurred in 1972.

In 1974 the Austin Road interchange project was taken to a public hearing and met with substantial opposition. People living south of the Sunset Highway objected to the potential traffic through their neighborhoods, caused by local residents driving to the new interchange. Rejection of this interchange left Mr. Finley without his westbound access and the department without a ready solution to the problem of restoring that access.

In 1975 Bruce Boyd and Ed Hardt discussed the access problem with the Finley brothers. They committed the department to find a solution to the Finley access problem. Their proposal was to extend the northerly frontage road to connect the Finley Memorial Park to the Sylvan interchange. The proposal, while not considered the most desirable solution by the Finleys, appeared to meet with their acceptance. Some design work was done on this proposal but any further work was delayed due to proposed development of the Sunset Transitway in 1975.

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Mr. Finley was actively involved in the Citizens Advisory Committee for the Sunset Transitway and through his involvement, the aforementioned frontage road proposal was incorporated in the Transitway plans. Unfortunately, the Transitway was put on the shelf pending completion of regional study to support the project.

Mr. Finley has been extremely patient with the department as we tried to work out our problems in a rational manner. The department is committed, through the covenant in the deed, and statements by Bruce Boyd, Ed Hardt and probably Fred Klaboe and Glenn Jackson, to resolve the Finley access.

The west side transitway is still in the study stages. The corridor selection is yet to be made. Within the next few months the study should be done. I would guess it will establish two alternatives, the Sunset and Multnomah Boulevards. We are at least five years from any help for Mr. Finley.

A quick look at the Sunset Transitway plans indicates that it would be possible to build the frontage road in such a way that it would not be effected by the transitway, if the Sunset corridor were selected for a major transit facility.

R. N. Bothman
Administrator

RNB:PE

cc: F. B. Klaboe

FORM 81-734-3030

# OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Salem, Oregon

November 13, 1975

FILE:

FROM: A. D. Olson
Preliminary Design Engineer

TO: MEMORANDUM TO THE FILES

SUBJECT: Cemetery-Sylvan Interchange
Sunset Busway
Sunset Highway
Multnomah County

In conjunction with preliminary design work on the Sunset Transitway a revision of the frontage road north of the Sunset Highway from Station 155 to Station 171 was estimated. A 40' curb to curb section was used with improved vertical and horizontal alignment. This improved frontage road, coupled with an access road westerly alongside the transitway from the cul-de-sac at Station 171± to the Sunset Hills Memorial Park entrance at Station 3275± (1,300'±) would provide good street access to the Memorial Park. This access was suggested as a possible replacement for their present at-grade access to Sunset Highway.

Estimated added cost to construct the revised frontage road (Station 155 to Station 171) is $5,100,000. The major item in the estimate is for a retaining wall - $4,900,000 more than the cost of a wall in the same location to protect only the existing frontage road. The high cost of the wall is due to heights in excess of 40 feet necessitating counterfort design. Improvement of this frontage road is no longer being considered as one of the design alternatives because of the estimated construction costs. Other means of serving the cemetery could be constructed at less cost.

Design of the transitway will proceed on the basis of a grade crossing of the Sunset Hills Memorial Park entrance road, including improvement of the entrance road connection to the westbound lanes of the Sunset Highway. This improvement will include minimal tapers for the traffic exiting and entering the Sunset at this approach. The exit taper will provide some deceleration space and/or storage for autos when they have to stop for transit vehicles using the transitway.

An access roadway alongside the transitway from existing cul-de-sac north of Station 171± to the cemetery will be considered as a possible alternate to the previously proposed (sketch map dated 1-23-75) access northerly of this location. Decision as to whether one of these alternate cemetery accesses will be built involves right of way negotiations with Sunset Hills Memorial Park regarding their loss of access to the eastbound lanes of Sunset Highway.

ADO:jh

# OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

## STATE CLEARINGHOUSE

Intergovernmental Relations Division
240 Cottage Street S.E., Salem, Oregon 97310
Leslie Lehmann, Coordinator Ph: 378-3732

## STATE A-95 REVIEW CONCLUSIONS

APPLICANT: State Highway Division

PROJECT TITLE: Katherline Lane-Sylvan Interchange

DATE: October 2, 1975

The state has reviewed your project and reached the following conclusions:

[XX] No significant conflict with the plans, policies or programs of state government have been identified ~~and your proposal is endorsed as presented~~.

[XXX] Relevant comments of state agencies are attached and should be considered in the final design of your proposal.

[ ] Potential conflicts with the plans and programs of the state agency(s) have been satisfactorily resolved. No significant issues remain.

[ ] Significant conflicts with the plans, policies or programs of state government have been identified and remain unresolved. The final proposal has been reviewed and the final comments and recommendations of the state are attached.

10-7-75

c: G. L. Green
F. B. Klaboe
V. D. Wolfe
J. B. Boyd
R. E. Royer
J. H. Versteeg
Gary Potter
W. D. Albright
G. N. Hopkins
B. L. Gifford
D. E. Swan
E. L. Hardt
W. W. Geibel
Aeronautics Div.
R. E. Etherington, CRAG

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STATE HWY ENGR
OCT 7'75
REFER TO
FOR

### NOTICE TO FEDERAL AGENCY

The following is the officially assigned State Identifier Number:

75092 110

This number should be used on all correspondence and particularly on SF 240 as required by OMB A-98.

A copy of this notification and attachments, if any, must accompany your application to the federal agency as required by OMB A-95. Comments of the appropriate local reviewing agencies must also be included.

BEN GIFFORD

PNRS #2

ROBERT W. STRAUB
~~TOM McCALL~~
GOVERNOR

F. B. KLABOE
Administrator and
State Highway Engineer

# OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING SALEM, OREGON 97310

September 11, 1975

Mr. Craig Finley
Finley Mortuary
6801 S. W. Sunset Highway
Portland, OR 97225

Dear Craig: Re: File L1481 - Access

I appreciated discussing our problems of access to your property on the Sunset Highway today. As I indicated at that time the Sunset busway design will, in all probability, have an effect on any remedies we propose for your access. I cannot predict what these changes may consist of, but it is probable that any work we would do now is extremely premature. I would envision that if the busway in its final design does lie to the north of the Sunset Highway that rather significant changes will have to be made in the frontage road system on the north side of the road. It would be my hope at that time, when the effect of access on your facility is assessed, we in fact would provide you with a more sophisticated frontage road type access than was possible under our present thinking. I will continue to advise you as closely as I can of the changes as they occur. I do believe that the final answer to this problem may be 2 to 3 years in the future.

I again want to express my appreciation for the courtesy and patience which you have given the Highway Division during our attempts to arrive at a solution to this problem.

Very truly yours,

Bruce

J. B. Boyd
Right of Way Engineer

RECEIVED
STATE HWY ENGR
SEP 12 '75
REFER TO
FOR
Info Approval Routing Signature File

JBB:lb

cc: F. B. Klaboe
E. S. Hunter
R. L. Schroeder
E. L. Hardt
R. N. Bothman
K. L. Rolfe

Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

# *Memorandum*

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

DATE: August 29, 1975

In reply refer to: 1041RW

SUBJECT: Oregon Project U-186(-)
Katherine Lane - Sylvan Interchange
Sunset Highway
Finley Access

FROM : G. L. Green, Division Administrator

TO : Mr. F. B. Klaboe, Administrator & State Highway Engineer
Salem, Oregon

Right of Way Engineer Boyd's letter of August 26, 1975, outlines the State's legal responsibilities concerning the closing of a right of crossing for Sunset Memorial Hills Cemetery. It is our understanding that the State through a legal stipulation agreed to a right of crossing at the time of final judgment in 1948. To meet the State's obligation it is proposed to extend a frontage road from the Sylvan Interchange which would have as its prime purpose the egress of persons from the cemetery when returning to the Portland area. The project would not close the existing direct access to the cemetery from the Sunset Highway. The cemetery would also retain its existing access which exits to the north via Southwest Barnes Road.

Payment to a property owner by constructing a frontage road to compensate for the erection of a median barrier, while possibly a State obligation, is not generally compensible in eminent domain and, therefore, not eligible for Federal participation. The property continues to enjoy reasonable access both to the Sunset Highway and to Southwest Barnes Road. Based upon the data submitted I regret to advise you that the project as proposed would not be eligible for Federal participation.

G. L. Green

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FOR

# OREGON STATE HIGHWAY DIVISION

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ROBERT W. STRAUB
GOVERNOR

F. B. KLABOE
Administrator and
State Highway Engineer

August 27, 1975

TO: Executive Department
Federal Aid Coordination Unit

Columbia Region Association
of Governments
527 S.W. Hall Street
University Center Bldg.
Portland, OR 97201

FROM: George W. Hopkins
Project Development Engineer

SUBJECT: Notice of Intent for Federal-Aid Funds
State Admin. Dist. No. 2
Katherline Lane-Sylvan Intchge.
Sunset Highway
Washington County

In accordance with Executive Memorandum 02-270-20, attached are copies of the Notices of Intents for the subject project.

Early programing of this project for advance planning in anticipation of future construction is necessary; therefore, your prompt attention to this proposal will be appreciated.

Allowing time for your review, we estimate the date of filing for federal-aid funds on this project to be September 29, 1975.

Attachment

BLG:dc

cc: G. L. Green, FHWA
F. B. Klaboe
V. D. Wolfe
J. B. Boyd
R. E. Royer
J. H. Versteeg
Gary Potter
W. D. Albright
G. N. Hopkins, County-City
B. L. Gifford
D. E. Swan
E. L. Hardt
W. W. Geibel
Aeronautics Div.
R. E. Etherington, CRAG

# OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

## NOTIFICATION OF INTENT TO APPLY FOR FEDERAL AID

| For Internal Use Only | 1-8] PNRS # | Page One |
|---|---|---|

02 — 12] APPLICANT [45: State Highway Division | 46] DIVISION [79: Department of Transportation

03 — 12] APPLICANT ADDRESS STREET [45: State Highway Building | 46] CITY [60: Salem | 76] ZIP [80: 97310

04 — 12] CONTACT PERSON [45: L. W. Rulien | 46] AREA CODE [48: 503 | 49] PHONE [55: 378 | 56] EXTENSION [59: 6563

01 — 12] PROJECT TITLE [71: Katherline Lane- Sylvan Intchge., District 2

11 — 12] PROJECT LOCATION—CITY: Sunset Highway | PROJECT LOCATION—COUNTY: Washington | PROJECT LOCATION [79: SEC: -- T: IS R: IW

05 — SUMMARY PROJECT DESCRIPTION (ATTACH SUPPORTING DOCUMENTS AS NECESSARY—SEE INSTRUCTIONS ON BACK)

This project involves preliminary engineering, right-of-way acquisition

06 — 12] grading, paving and incidental work required to construct a frontage road [71

07 — 12] adjacent to the Sunset Highway to provide ingress (West) and egress (East) [71

08 — 12] to the Sunset Hills Memorial Gardens Cemetery. (See Attachment for more details) [71

09 — 12] [71

10 — 12] [71

12 — AMOUNT REQUESTED—FEDERAL FUNDS / NON-FEDERAL MATCHING FUNDS / OTHER / TOTAL

| 12] (A) Grant [19 | 20] (B) Other [27 | 28] (C) State [35 | 36] (D) Local [43 | 44] (E) FUNDS [51 | 52] (F) FUNDS [60 |
|---|---|---|---|---|---|
| 195,000 | --- | 55,000 | --- | --- | 250,000 |

13 — 12] TYPE OF OTHER FEDERAL FUNDS (See 12B) [45 46] TYPE OF OTHER NON-FEDERAL FUNDS (See 12E) [79

14 — 12] FEDERAL PROGRAM TITLE [71: Title 23 USC Highways

15 — 12] FEDERAL AGENCY NAME [45: U.S. Department of Transportation | 46] FEDERAL SUB-AGENCY NAME [79: FHWA

17 — **(A) TYPE OF APPLICANT:** (Check (X) the single most applicable box)

| STATE | INTER-STATE | COUNTY | CITY | SCHOOL DISTRICT | SPECIAL DISTRICT | COMMUNITY ACTION | SPONSORED ORGANIZATION | OTHER |
|---|---|---|---|---|---|---|---|---|
| [X] 12 | [ ] 13 | [ ] 14 | [ ] 15 | [ ] 16 | [ ] 17 | [ ] 18 | [ ] 19 | [ ] 20 |

**(B) TYPE OF ACTION:** (Check (X) as many boxes as apply to this action)

| NEW GRANT | CONT. GRANT | SUPPL'T GRANT | INCREASE DURATION | DECREASE DURATION | CANCELLATION | INCREASE DOLLARS | DECREASE DOLLARS |
|---|---|---|---|---|---|---|---|
| [X] 21 | [ ] 22 | [ ] 23 | [ ] 24 | [ ] 25 | [ ] 26 | [ ] 27 | [ ] 28 |

**(C) HAS DISTRICT CLEARINGHOUSE BEEN NOTIFIED?** Yes [X] 29 No [ ] 30 Date: August 27, 1975

**(D) REVIEW REQUIRED by A-95** Yes [X] 31 No [ ] 32

**(E) ENVIRONMENTAL IMPACT** Yes [ ] 33 No [X] 34

**(F) HOUSING RELOCATION REQUIRED** Yes [ ] 35 No [X] 36

**(G) ESTIMATED APPLICATION FILING DATE:** [41] MONTH [42 43]: Sept, DAY [44 45]: 29 YEAR [46]: 1975

## ADDITIONAL INFORMATION—ALL APPLICANTS

I. A. Is the project consistent with the city or county comprehensive plan, zoning and subdivision ordinance? No ☐ Yes ☒

I. B. Is the proposal consistent with statewide land use goals? No ☐ Yes ☒

I. C. Is the proposal consistent with state and regional plans? No ☐ Yes ☒

II. Will the project have an impact on a neighboring jurisdiction? No ☒ Yes ☐

If so, is the project consistent with the comprehensive plan for that jurisdiction? No ☐ Yes ☐

III. Explain deviations if any, from pertinent plans.

IV. Federal Catalog number (or Public Law no. and title) 20.205 Highway Planning & Construction

V. Has funding agency been notified? No ☐ Yes ☒ Date: August 27, 1975

VI. If project includes state funds (12C), identify agency State Highway Division

## STATE AGENCIES ONLY

VIII. (a) IS PROGRAM BUDGETED ☐ NON-BUDGETED ☐

(b) STATE SHARE

| GENERAL FUND CASH | OTHER FUND CASH | IN KIND |
|---|---|---|
| $_____ | $_____ | $_____ |

(c) FUNDING METHOD

| | FEDERAL SHARE | STATE SHARE | TOTAL |
|---|---|---|---|
| First Year | %_____ $_____ | %_____ $_____ | %_____ $_____ |
| Second Year | %_____ $_____ | %_____ $_____ | %_____ $_____ |
| Third Year | %_____ $_____ | %_____ $_____ | %_____ $_____ |

(d) WILL PROGRAM REQUIRE HIRING OF NEW STATE EMPLOYEES? No ☐ Yes ☐ Number _____

(e) Will accounting for this grant be administered by the Executive Dept. Accounting Division? Yes ☐ No ☐

**PLEASE ATTACH ANY ADDITIONAL NARRATIVE OR REMARKS**

17(e) This is a category 3 project with Non-major Environmental Impact under Oregon's Action Plan.

The project is proposed by the State Highway Division to provide complete access as a result of previous closure under a safety project (1972).

Public hearing will be offered.

Oregon State Highway Division

PROJECT ENVIRONMENTAL ASSESSMENT

Date July 24, 1975

## A. PROJECT IDENTIFICATION

Name of Project Katherline Lane - Sylvan Interchange U-186(-)
(Section)

Location of Project Sunset ORE 26, #47
(Highway Name) (Highway No., US - ORE)

Portland-Beaverton Washington ~~2~~ 1
(City) (County) (Region)

Program FAU $250,000
(Funding) (Estimated Cost) (Prefix)

## B. PURPOSE AND ORIGIN OF PROJECT

Purpose: Restore legal access to Sunset Hills Memorial Gardens.

Origin and History: Access to the cemetery via a median opening south of the westbound Sunset access was severed as a component of a previous safety project (1972). Closure of this access point was agreed to by the owner under the contractual agreement that comparable access would eventually be restored.

## C. DESCRIPTION OF PROJECT

Length Approximately 800 feet

Termini West - property boundary of the Sunset Hills Memorial Gardens east - Canyon Court.

Alignment [X] New [ ] Existing [ ] Combined

3
NON-MAJOR

Description of Project (cont.)

Right-of-Way (acreage and type of land use) Approximately 0.5 acres of undevelopable, vacant hillside. In total; approximately 2.5 acres of land area will be displaced.

Typical Section Frontage road will have two ten foot lanes with four foot paved shoulders.

Structures None

Characteristics (ADT) Maximum 150.

Other General Information (or Supplemental information to items) An estimated 17,000 yards of fill material will be supplied from a commercial source. At this time the commercial supplier and haul routes have not been specified.

Project Sketch Map is Attached: [X] Yes [ ] No

D. LOCATION AND/OR DESIGN ALTERNATIVES (IDENTIFY AND DESCRIBE)

Only two alternatives have been advanced--no-build and build. The no-build option would constitute abrogation of a previous agreement with the property owner and would likely lead to litigation. The build alternative would fulfill the Highway Division's access agreement with the subject property owner(s) by constructing a frontage road between Canyon Court and the cemetery's eastern property limits. (Continued on next page 2a)

E. PUBLIC PARTICIPATION AND INTERAGENCY COORDINATION

Public Hearing(s) Schedule: [ ] Not Required [ ] Required [X] Recommended

Type _____ Tentative Date(s) _____

A-95 Review: [ ] Not Required [XX] Required

This road would allow ingress (west) and egress (east) to the cemetery via the Sylvan Interchange and Sunset Highway. Cemetery visitors would thereby be provided with an eastern access to the Sunset--which replaces the median opening that was closed in 1972.

## F. BRIEF ENVIRONMENTAL SETTING OF PROJECT AREA

**Natural (Topography, Flora, Soils, Water Features, Drainage, etc.)** The project area is located on the westerly slopes of the Tualatin Mountains. These slopes are moderately steep and have a maximum relief of 190 feet within the project area. The surface water drainage is to the south and west. Gulf Creek, which originates on the west slopes of the Tualatin Mountains, to the north of the project area, is the main drainage system adjacent to the project.

Upland silt is the predominant soil formation of the area, ranging in depth from 3 to 6 feet in the project area to 50 feet on the higher slopes of the Tualatin Mountains. The silt and sand fractions of the deposit are composed principally of quartz and feldspar. Soils overlay a stratum of boring lava that is considered to be late Pliocene-early Plistocene in age.

Undeveloped land in the general vicinity of the project supports a woodland type of vegetative growth, including open stands of Douglas firs, mixed Douglas firs, low growing native hardwoods and brush, and open grasslands. Most of the vegetation

(Continued on page 3a)

**Cultural (Land Use, Noise, Air Esthetics, Utilities, etc.)** Land use adjacent to the project site is quasi-public to the west (Sunset Hills Memorial Gardens) and multi-family residential to the east. The site itself is not considered developable because of its excessive slope.

Land use in the general vicinity of the proposed project has developed in a fashion typical of most suburban residential communities. The earliest development included homes occupying large lots adjacent to original roads. During the 1950's and 1960's, with the unprecedented upsurge in the demand for suburban life styles, subdivisions with modern, middle-class, three-and four-bedroom homes were completed. A few areas have remained undeveloped as a result of steep slopes and other development

(Continued on page 3a)

Natural (Continued)

in the area to be constructed, however, is comprised of grasses and weeds.

The specific area of construction is a steeply sloped ravine (through which the frontage road would be placed). Natural drainage through the ravine flows to the south towards the highway. Vegetative cover is an admixture of grasses, brush, Douglas Fir and native hardwood.

Cultural (Continued)

problems; but, as land values continue to increase, vacant land, even on some of the steeper slopes, is expected to give way to development.

The area on the northerly side of Sunset Highway between St. Vincent's Hospital on the west, and the Sunset Hills Memorial Park on the east, is a mixture of tree farms, undeveloped land, and developed homesites. Primarily, the developed homesites are clustered along Barnes Road or on side streets leading to Barnes Road. At the present ime, S.W. 76th Avenue (Austin Road) is the only public access on the northerly side of the highway in the project area, serving eleven single-family homes on S.W. 76th and 78th Avenues, as well as some adjacent undeveloped land.

Southwest 76th Avenue is a short public street that extends to the north approximately 500 feet form the highway right-of-way and deadends at a private property line. Southwest 78th Avenue on the northerly side of the highway connects to S.W. 76th Avenue and is approximately the same length. This section of S.W. 78th Avenue is not a dedicated public street.

Commercial land uses are concentrated at two interchanges with the Sunset Highway and occupy approximately six percent of the total study land area; commercial activity also occurs in the vicinity of Canyon Road and S.W. 87th Avenue. The most prominent commercial development is the Cedar Hills Shopping

Cultural (Continued)

Center, located approximately one mile west of Austin Road at the Cedar Hills Interchange. Other primary commercial uses include several office park development near the Sylvan Interchange.

Sunset Hills Memorial Park is a large cemetery located north of Sunset Highway between S.W. 76th Avenue and the overcrossing of Canyon Road (Tualatin Valley Highway). Presently, access is granted to the cemetery from Barnes Road to the north from Sunset Highway just west of the Canyon Road overcrossing. A previous left-turn opening in the highway median at the southern entrance of the cemetery was closed by temporary agreement in January, 1972. Two light industrial activities are present in the area. These include a commercial greenhouse operation and a manufacturer of electronic equipment (Tektronix) located north of the Cedar Hills Interchange.

Two large development projects have been planned within the study area. The first and nearest development to Austin Road is a 60 acre planned unit development called "Habitat-Sylvan Hills." Plans call for 711 dwelling units in a variety of multiple-family structures. In addition, the proposed development will include a neighborhood retail service and recreation center. "Habitat," which will be located just north of the proposed project, will accommodate an estimated 1,500 persons upon completion.

Air quality and noise levels are not expected to be affected by the proposal as the frontage road will serve no more than 100-150 vehicle/day.

Aesthetically, the area of construction is in a natural condition (see "Natural Environment") and therefore affords the viewer a pleasing contrast with surrounding development.

## G. PRELIMINARY ASSESSMENT OF ENVIRONMENTAL IMPACTS

1. Estimated Right-of-Way Requirements:

   Approximately 0.5 acres.

   Consequences:
   Vegetated slopes will be displaced but loss should have minimal effect on animal populations in the area. Since land is not developable because of its steep slope, future development options are not being foreclosed.

2. Estimated Changes in Traffic Patterns:
   The frontage road will cause an extremely slight increase of traffic on the Sylvan Interchange overcrossing and the eastbound ramp.

   Consequences:

   Since the maximum vehicle use of the frontage road is not expected to exceed 150 trips/day, increased traffic on the interchange should go unnoticed.

3. Estimated Changes in Land Use:

   The proposed project does not open-up exploitable land, nor does it significantly alter traffic capacity or established traffic patterns. For these reasons, land use changes are not expected to result from the proposed action.
   Consequences:

4. Expected Adverse Effects on Natural Ecological Resources:
   The natural drainage through a ravine which requires filling for road foundation will be interrupted by the proposed frontage road connection to the Sunset Hills Memorial Gardens. Fill replacement will bury existing vegetation in ravine.
   Consequences:
   Drainage will be carried through the embankment material by a culvert to minimize undue flow stoppage and associated ramifications (erosion, foundation weaking, etc.). The ravine's value to animal populations will be diminished.

5. Expected Adverse Effects on Cultural and Scenic Resources:
   Adverse consequences on these resource categories should not result from this project. This, of course, assumes that one prefers asphaltic cement aesthetics to that possessed by natural vegetation. This is especially true for the fill section through the ravine since vegetation will be supplanted by a rock blanketed embankment.
   Consequences:

   Obtrusive to some, unnoticed by most.

6. Preliminary Identification of Areas of Critical Environmental Concern:

Construction and operation of the proposed project should not significantly affect the cultural or natural environment, although considerable hauling of fill material will be required (1,700 one-way trips).

7. Potential for Controversial Issues:
Indecision and delay on the part of the Highway agency may result in litigation.

## H. STAFF REQUIREMENTS TO COMPLETE ENVIRONMENTAL IMPACT STUDIES AND DOCUMENTATION

ENVIRONMENTAL SECTION -

| Personnel | EFFORT REQUIRED* | | |
|---|---|---|---|
| | Minimum | Average | Maximum |
| Biologist | X | | |
| Urban Economist | X | | |
| Water Quality Spec. | X | | |
| Acoustical Engineer | X | | |
| Air Quality Engineer | X | | |
| Cultural Geographer | X | | |
| Urban Planner | X | | |
| Geologist | X | | |

* For the sake of clarification and mutual understanding the terms minimum, average, and maximum effort have been defined as follows:

MINIMUM - Research and Project Management Staff consultation. No formal typewritten report.
AVERAGE - Routine analysis. Short to medium length report including consideration of existing setting, probable impact, and steps to minimize harm.
MAXIMUM - Special detail of analysis. Comprehensive technical report.

I. PROJECT (ACTION PLAN) CLASSIFICATION:

☐ Category 1 ☐ Category 2 ☒ Category 3 ☐ Category 4

J. TYPE OF ACTION

☐ Major Action

☐ Significant ☐ Non-Significant

☒ Non-Major Action

K. TYPE OF DOCUMENTATION RECOMMENDED

☐ Draft EIS

☐ Final EIS

☐ Supplemental Draft EIS

☐ Supplemental Final EIS

☒ Assessment Only

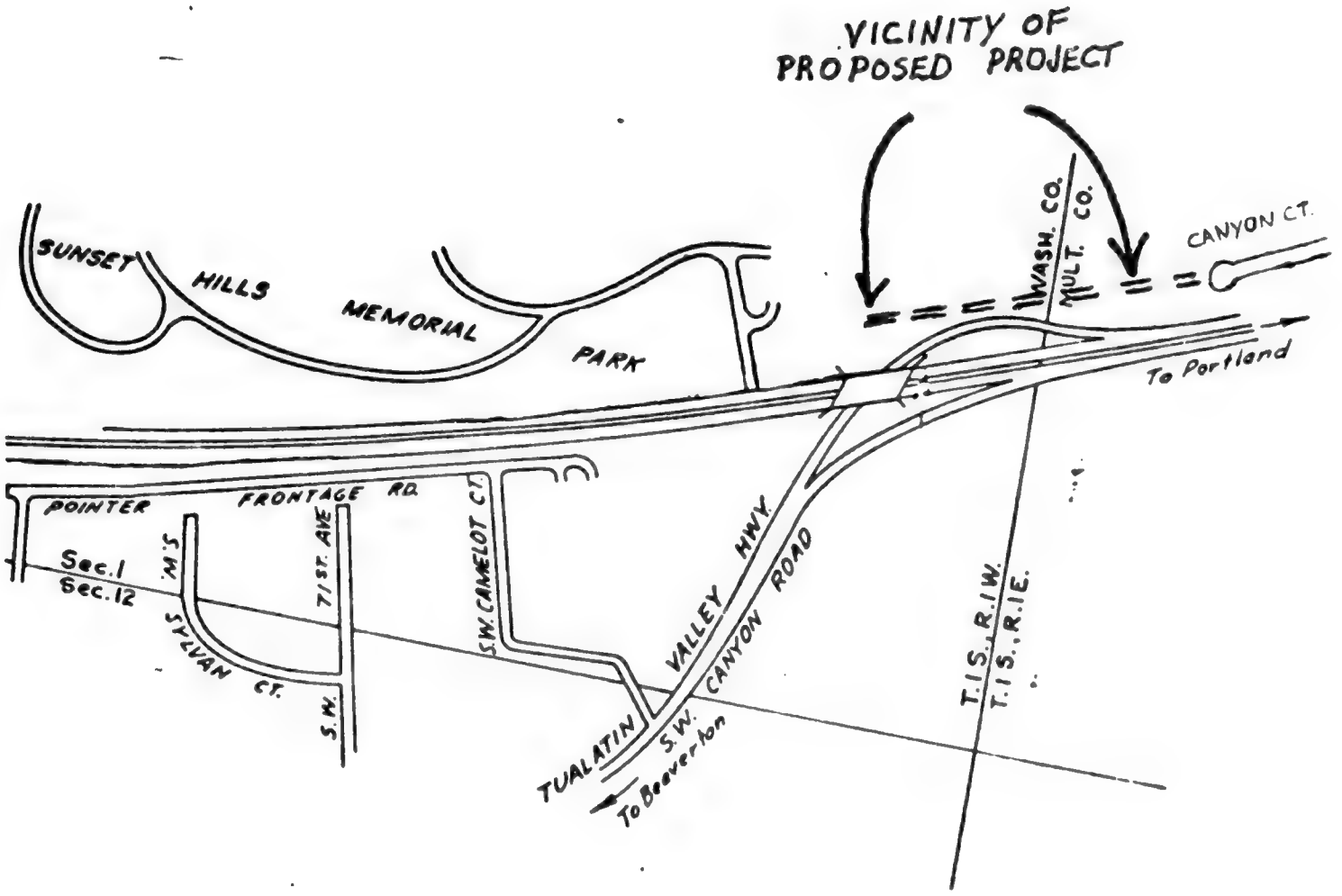
☐ Section 4(f)

☐ Negative Declaration

☐ State-Wide Negative Declaration

☐ Preliminary EIS

☐ Other_____




# PROJECT
# SKETCH MAP

# OREGON STATE HIGHWAY DIVISION

ROBERT W. STRAUB
GOVERNOR

F. B. KLABOE
Administrator and
State Highway Engineer

August 26, 1975

TO: Mr. Glen Green, Division Engineer
Federal Highway Administration

FROM: J. B. Boyd, Right of Way Engineer
Oregon State Highway Division

SUBJECT: Justification
Finley Access
Oregon Project U-186(-)
Katherine Lane-Sylvan Interchange
Sunset Highway
RE Reply 1041DA.1

This letter is in response to your request of August 11, 1975, for the justification of our solution to the Finley access problem. The problem is as follows:

1. The Finley interests agreed to the closure for left turns into their cemetery and from their cemetery in the past to increase the safety of the highway.

2. The access rights of the Finleys stem from a final judgment dated June 28, 1948. A copy of this final judgment is attached for your information. There is also adequate correspondence in the file which indicates the true intentions of the parties to that agreement. We have had the file researched by Mr. Jack Sollis, Assistant Attorney General, a copy of his response is attached. I believe there is no question as to our contractural responsibilities in this matter as indicated by the documents. These documents contain both the crossing information and the rights of access of the westbound traffic to enter and leave the cemetery.

3. Access for the property owners lying to the west. This is an entirely different problem and the status quo in this respect remains. The hearing record did not speak to the continuing problems of access, but did resolve that the hearing process did not indicate that anything other than the no build option be accepted.

I again request that you agree to this action as being a responsibility of the Highway Division, programming it as a partial solution to the problems of access at this location.

JBB:jk
attachments

cc: F. B. Klaboe
R. L. Schroeder
L. W. Rulien
Gary Potter
Ed Hardt
V. E. Skoog
M. R. Mitchell

FORM 81.734 3070

# OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

SALEM, OREGON

August 15, 1975

FILE: PRO 4-3

FROM: L. W. Rulien
Project Management Engineer

TO: Mr. E. S. Hunter
Deputy State Highway Engineer

SUBJECT: Project Assessment
Katherine Lane-Sylvan Intchge.
Sunset Highway
Washington County

Attached for your information is an assessment, concurred in by the FHWA.

Project Management classifies this section as a Category 3 project of NON-MAJOR action.

Your approval will place this project in our Project Management System and allow its development in accordance with Action Plan procedures.

BLG:ljt
Attach.

cc: J. B. Boyd (3)
L. E. George
W. J. Hart
C. T. Keasey
J. H. Versteeg (4)
Victor D. Wolfe
G. A. Potter (2)
Gary Sund
R. E. Royer
Soils & Geology - Lab Bldg.
County/City Unit
D. E. Swan
B. L. Gifford
Region 1 : E. L. Hardt
District 2a : W. W. Geibel

RECEIVED
STATE HWY ENGR
AUG 15 '75
REFER TO
FOR
Info | Inves | R.D. | D.K. | Sign | Att | File

8-18-75
L. W. Rulien
w/att.

Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

# *Memorandum*

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

DATE: August 11, 1975

In reply refer to: 1041DA.1

SUBJECT: Oregon Project U-186(-)
Katherine Lane-Sylvan Interchange
Project Environmental Assessment

FROM : G. L. Green, Division Engineer

TO : Mr. F. B. Klaboe, Administrator & State Highway Engineer
Salem, Oregon

NOTED
E. S. HUNTER

The subject environmental assessment has been reviewed and found acceptable as regards the category and classification of nonmajor. However, prior to our approval of the proposed project, it is requested that documentation supporting the Highway Division's legal responsibility to provide the proposed additional access to the cemetery be submitted for our review. In addition, justification will be required for constructing a frontage road that when complete still leaves the property owner with direct access to the Sunset Highway and does not provide an access solution for property owners lying to the west.

William H. Kappus
for G. L. Green

RECEIVED
STATE HWY ENGR
AUG 13 '75
REFER TO

cc:
OSHD (Potter)
OSHD (Laux)

8-13-75
L.W. Rubien
to handle.

FORM E-30

# OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

---

DATE July 16, 1975

TO John Oakes
Asst. R/W Engineer

FROM J. B. Boyd
Right of Way Engineer

SUBJECT Project Environmental Assessment
Austin Road Section
Finley Access
Sunset Highway
Prefix 34-1974

The Project Environmental Assessment is practically complete. Adrian Olson is proceeding with some data to be included with the report. I would request that you explain in your Program Letter that due to the Sunset Bus Way we should not proceed with the entire project, but that the matter of the Finley Access must be solved. Our estimate of cost on this solution is approximately $250,000. The completed assessment should be available in the next two days.

JBB:jk
cc: F. B. Klaboe
R. L. Schroeder
J. H. Versteeg
A. D. Olson
Ed Hardt
Gary Potter

NOTED
R. L. SCHROEDER

FORM E 30

# OREGON STATE HIGHWAY DIVISION

## INTER-DEPARTMENT CORRESPONDENCE

DATE June 25, 1975

TO Ed Hardt
Region 1 Engineer

FROM J. B. Boyd
Right of Way Engineer

SUBJECT Austin Road Section
Finley Access
Sunset Highway

Attached is the preliminary copy of the estimate on the Finley access which we discussed. The Urban Design Section believes it is reasonable. I would suggest that in addition to your review of the profile that you also review this estimate in order that we might be prepared for a figure to propose to Mr. Finley. I will do no further work on this project until such time as you believe the estimates are within reason and a decision by ourselves is made to approach Mr. Finley on this matter.

JBB:jk
cc: F. B. Klaboe
E. S. Hunter
J. H. Versteeg

NOTED
F. B. KLABOE

RECEIVED
STATE HWY ENGR
JUN 26 '75
REFER TO
FOR
Info | Invest | R/D | D R | Spec | Art | File

Salem

June 19, 1975

E. L. Hardt
Regional Engineer

E. S. Hunter
Assistant State Highway Engineer

As you know the Austin Road Project has been tabled. In addition Metro is currently studying the Sunset with regard to improvements for a bus corridor. This project is sometime in the future and therefore leaves us with the Finley problem to handle in the meantime.

The Finley problem is basically a right-of-way and access problem and by a copy of this letter I am asking Mr. Boyd to request Federal-aid participation in a stage construction project involving payment to Mr. Finley for his access rights based on the cost to construct the alternate access easterly from the cemetery via Canyon Court. The cost of the settlement would not exceed the cost of constructing the connection, the estimates for which you would need to supply Mr. Boyd.

In my view, payment for Finley's access rights could be considered stage construction of either the busway project or a highway safety project. Mr. Rulien will coordinate the efforts with the Federal Highway Administration.

ESH:js

cc: F. B. Klaboe
A. E. Johnson
R. L. Schroeder
J. B. Boyd
L. W. Rulien

FORM 81-714-3030

# OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE: LOC 17

Region 1 - Milwaukie

June 13, 1975

FROM: EDWARD L. HARDT
Regional Engineer

SUBJECT: AUSTIN ROAD PROJECT

TO: E. S. HUNTER
Asst. State Highway Engineer

NOTED
E. S. HUNTER

On July 30, 1974 we held a hearing for the Austin Road project. The public consensus resulting from that hearing was that we do no improvements in the area that would attract any traffic into the neighborhood. We had proposed (1) elaborate on-off ramps, (2) a full-blown interchange, (3) a county-suggested "kiss-and-ride" station, and (4) doing nothing. The basic reason for bringing the project forward was to solve the legal problem of access to Sunset Hills Memorial Park, which is an access granted to the property owner by deed. This access was partially cut off several years ago when we sealed the opening in the median, which then created the legal problem.

Beginning last fall, and up to the present time, Bruce Boyd, who is directly involved because of the access question to the cemetery, and I have valiantly tried to find a solution to the "Finley" problem. We have met several times with Craig Finley and finally got the solution down to the proposal to build an alternative access to his property via Canyon Court, which is a Sunset Highway frontage road lying to the north of the highway. This construction is estimated to cost about a quarter million dollars and involves purchase of some minimal right of way.

Since the Austin Road project has always been described in terms of improving the safety of the highway, we have tried to carry forward the concept of improving the safety aspects of the four streets that access directly into the south side of the Sunset Highway between Katherine Lane and SW 75th Ave. Our latest proposal, as developed by the Interdisciplinary Team, is to build a long frontage road which would pick up these streets and provide a satisfactory decel/accel lane for Sunset traffic. This lane would be physically separated by an island from the main highway. The Team also felt, since we were in the area improving safety, that we should provide a solid concrete median barrier to further enhance the safety to the road user. The project then, as we now know it, consists of (1) doing something to solve the Finley access, (2) building a frontage road to correct the direct accessing streets, and (3) building a concrete median barrier.

Now for the bad news --- since the above-described project does not conform to any of the alternatives advanced at the hearing, it has been decided that the "Austin Road project" should be dropped and the new "safety" project be developed. For this reason the Austin Road project, as such, was removed from

RECEIVED
JUN 19 1975

the six-year program. Now we are faced with the question of how to fund the project, which question I understand has been turned over to you. In addition, we have the basic question of to what extent should the project be carried forward. I have attached a copy of Bob Bothman's June 11 letter on the subject, in which Bob recommends that we not plan any work on the Sunset Highway. The Team's feelings on this subject were that even though the busway project looms somewhere over the horizon, that since we are in the area with a project, we should do all that we can to improve the operating safety of the Sunset Highway. We assume that any improvements that we might make, that is, construction of an auxiliary lane, paving the median, and putting the barrier on it would be work that would not be materially wasted by some future busway project. Incidentally, Metro was given the opportunity to participate in our last Team meeting but due to scheduling problems they couldn't make it.

My purposes in writing to you are two-fold. (1) I wanted to share with you my problem regarding the Finley access. Craig Finley, so far, has been very patient with us and he calls me periodically to check on the progress of the project. So far I have been able to satisfy him by telling him what we are doing, but right now I would be hard pressed to show him any progress. He has Glen Jackson's and Mr. Klaboe's phone numbers and I am fearful that if we can't get the project back on the tracks he may resort to calling someone besides me. (2) I think the Interdisciplinary Team needs some guidance from the Administration regarding the basic concept of work on the Sunset Highway. Should we wait for the busway project and do nothing, or should we go ahead and make some safety improvements now.

Any help, guidance, and sympathy that you can give me would be appreciated.

ELH/cr
Attachment
cc J. B. Boyd w/attachment

FORM 81-734-3030

# OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE: ~~75-16~~

June 11, 1975

Portland, OR 97213

FROM: R. N. BOTHMAN
Metropolitan Engineer

SUBJECT: Safety Project
Tualatin Valley Highway
Katherine Lane Section
Sunset Highway

TO: E. L. HARDT
Region 1 Engineer

MILWAUKIE

As discussed, I have advised Bresnan,who is currently working on the location for acceleration lanes and bus turnouts including an acceleration lane at Katherine Lane on the Sunset, to proceed with his work with the knowledge that the Austin Road project is currently shelved.

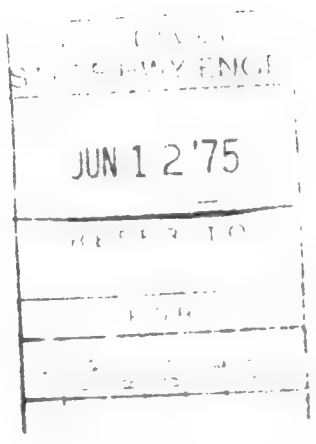
Bresnan will proceed on our original concept of providing a minimum acceleration lane at those locations designated in the survey authorization under which he is currently working.

A $20,000 survey authorization has been approved for Limbocker to proceed with a reconnaissance survey on a bus lane which would extend from the CBD (Transit Mall) to Cedar Hills interchange, connecting at that point to a park-and-ride facility. This work is being accomplished in conjunction with the Mt. Hood withdrawal, and is recon work prior to the initiation of the actual project.

The work being accomplished by Metro includes a short-term, low-cost, immediate improvement project (Bresnan's) and a long-term, major, capital improvement project for the busway (Limbocker). With these two projects in the mill, I question the viability of proceeding with a medium, "term" project. It would appear that an investigation to resolve the Finley Access is in order, but further work on the median and pedestrian crossing are not appropriate at this time.

ebg

cc: F. B. Klaboe
E. S. Hunter
R. L. Schroeder
V. D. Wolfe
J. H. Versteeg
G. A. Potter
G. F. Bresnan
K. D. Limbocker



# OREGON STATE
# HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

DATE May 21, 1975

TO Oregon State Highway Transportation Commission
~~XXXXXXXXXXXX~~

FROM F. B. Klaboe
State Highway Engineer

SUBJECT Abandonment
Austin Road Interchange Section Improvement Project
Sunset Highway

The Austin Road Section of the Sunset Highway was studied and three plans prepared to accomplish the stated purpose of improving traffic safety and flow. Public hearings were held on July 30, 1974. These hearings did not lend support to any of the construction alternates. Public testimoney indicated that the "no build" alternative was preferred by the majority. It is my recommendation that the Austin Road Section in its original concept be removed from the six-year construction schedule. Substituted for this would be safety improvements through this area which would not change the basic geometry of the section nor depart from the opinions and testimony obtained through the public hearing process.

A copy of the hearing transcript and map are enclosed for your information.

Enclosures

bc: C. W. Read - (w/enc.)
George H. Baldwin "
A. E. Johnson "
E. S. Hunter
R. L. Schroeder
J. B. Boyd
Ed Hardt
Jack Graham
Gary Sund
Victor D. Wolfe
J. H. Versteeg

JBB:jk srb

FORM E 30

# OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

DATE March 18, 1975

TO File

FROM J. B. Boyd
Right of Way Engineer

SUBJECT PROGRAMMING LETTER
Sunset-Memorial Hill Cemetery
12928 Sunset Highway
Washington County

This project will not be available for programming for approximately two months. Without final EIS the FHWA cannot program funds. There are at least two projects of a higher priority making work on this project on a probable two months target.

I discussed the problem with Mr. F. B. Klaboe and he agreed that the time schedule must be followed in order that more important work be accomplished. I informed Mr. Ed Hardt of this problem and will place this on bring up for two months. In two months I will review and attempt to expedite the project.

JBB:jk
cc: F. B. Klaboe
R. L. Schroeder ✓
L. W. Rulien
Ed Hardt
Gary Potter
J. H. Versteeg

FORM E 30

# OREGON STATE HIGHWAY DIVISION

## INTER-DEPARTMENT CORRESPONDENCE

DATE February 25, 1975

TO F. B. Klaboe
Administrator & State
Highway Engineer

FROM J. B. Boyd
Right of Way Engineer

RECEIVED
STATE HWY ENGR
FEB 26 '75
REFER TO
FOR

SUBJECT Sunset Memorial Hill Cemetery
File 12928
Sunset Highway
Washington County

We have reviewed the problems of access at the Sunset Hills Cemetery with Mr. Jack Sollis and Mr. Walt Barrie. Mr. Walt Barrie has approved proceeding with our negotiations as the judgment entered clearly defines our responsibilities as to providing alternate access across the Sunset Highway. I would request you to indicate our priority in view of our other heavy construction responsibilities. We believe with the mapping available to us, that most of the work can be done in the office with only the foundation investigations to be completed in the field. The pipe which drains this hillside, passes under the deep fill that we are placing.

We will request Mr. Larry Rulien to program $300,000 for the work in order to accomplish $270,000 worth of construction activities and $30,000 worth of right of way. These are just estimates to the present time, but I believe the programming is a necessity with the Federal government explaining to them that this is a Right of Way obligation that must be fulfilled as we removed the access crossing the Sunset Highway, in the interest of safety. We have explored all other solutions to the problems and believe that this is the best one possible. We, as soon as programming is approved, will proceed to describe a parcel of ground that is presently for sale and at that time also proceed with obtaining an agreement with the county in which they would approve our actions in the connection of this frontage road to their road.

RECEIVED

After programming, I would request being allowed to explore a cash settlement with Finley for $250,000. Mr. Barrie believes this proper as long as FHWA approves.

JBB:jk
cc: R. L. Schroeder
Larry Rulien
Ed Hardt

FORM E-30

# OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, OR 97310

DATE January 30, 1975

TO Jack Sollis
Asst. Attorney General

FROM J. B. Boyd
Right of Way Engineer

SUBJECT Sunset Memorial
Sunset Highway
Multnomah County

I have discussed the problem of access to the above subject property and our responsibilities in this access with you recently. Mr. A. J. Viducich has researched the judgments and determined what he believes is our responsibility. The alternate of providing reasonable access as indicated by the attached plan is the only one that I believe is feasible. The question I would like to answer: Is the construction of this connection to the north frontage road within our statutory responsibilities?

The programming of this work will be done through Federal Aid as the cost is considerable. I am not sending you all of the maps, etc., but if you wish to research them, they are available.

Mr. Gary Potter has been requested to review this as it pertains to our environmental responsibilities and he should be replying shortly as to whether be believes a hearing of some sort or environmental assessment is required. I would also appreciate your opinion on this facet.

JBB:jk

cc: F. B. Klaboe
R. L. Schroeder
Ed Hardt w/att.

FORM E-30

# OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

DATE January 21, 1975

TO THE FILES

FROM J. B. Boyd
Right of Way Engineer

SUBJECT Sunset Memorial Hills Cemetery
File 12928
Sunset Highway

The alternatives to the access problem at Sunset Memorial Hills Cemetery, was discussed with Mr. F. B. Klaboe. All other alternatives were rejected and the following course of action was decided upon.

1. Redesign the north connection to the north frontage road to make it compatible with both the east end and the west end connections.

2. Modify the existing entrance on Sunset Highway to provide a good deceleration and acceleration similar to the Road Connection Standard without modification to the bridge.

After the preparation of a sketch map the Title Attorney, Mr. Anthony Viducich will prepare a rational as to our responsibilities as to the access covenants in the title. Mr. Viducich will prepare a release document for the Finley interests to sign in order to clear us of any further responsibility in this access matter. After this is completed, request Mr. Walt Barrie to give us an opinion as to whether we are within our legal responsibilities to construct the connection to the frontage road and utilize if necessary our Power of Eminent Domain to cross private property and make the connection on the east end.

Request that Mr. Ed Hardt contact the county and determine if the connection is acceptable to the county road and prepare a tentative document of agreement for this connection.

After these elements are complete, determine whether Federal programming is available and possible for this frontage road and improvement in the amount of approximately $250,000.

Mr. F. B. Klaboe should approve at this point the programming and entering into the agreement with the Finley interests.

JBB:jk
cc: F. B. Klaboe
R. L. Schroeder
Walt Barrie
Ed Hardt
Hal Versteeg

FORM E 30

# OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

DATE December 23, 1974

TO Ed Hardt

FROM J. B. Boyd
Right of Way Engineer

SUBJECT Sunset Hills Memorial Park
Access Problem
Sunset Highway

I have discussed the matter of the Sunset Hills Memorial Hills Park access with Mr. Fred B. Klaboe after our Interdisciplinary Team No. One Meeting. I indicated to him that a report on the findings of this team would be presented to him in the near future, however all indications are that the desire of those who attended the hearing, is for little change in the traffic patterns. This leaves us with the problems of the cemetery access. It is his opinion that we should approach Mr. Finley on the access plan which includes the frontage road from Sylvan Interchange leaving the approach to the cemetery providing the same service that it has today. This will give them the opportunity to return to Portland via the north frontage road.

We are to discuss with Mr. Finley, in a general way, but not to commit the Highway Division, finding out whether this would be satisfactory to him.

Mr. Klaboe wanted me to determine if we would be able to, if necessary, utilize the power of Eminent Domain for the frontage road to solve our access problems. It is Mr. Armand Riveness' opinion that this is proper use of our rights and can see no problem in this.

JBB:jk
attachment
cc: F. B. Klaboe ✓
Hal Versteeg
Gary Potter

NOTED
R. L. SCHROEDER

RECEIVED
STATE HWY ENGR
DEC 24 '74
REFER TO
FOR
Init | RD | DIR | Sign | Act | File

May 31, 1974

Mrs. Arthur Becktold
10620 S. E. Holgate Boulevard
Portland, OR 97266

Dear Mrs. Becktold:

Your May 14 letter questioned the lack of access from Skyline Memorial Park to eastbound Sunset Highway.

When this section of the Sunset Highway was built, openings were provided in the center curbing for left turns and crossings. Through the years, as traffic volumes and speeds increased and as the adjoining sections of highway were upgraded to freeway standards, it has become more and more hazardous to allow these maneuvers. Motorists believe they are driving on a freeway and are not prepared for vehicles stopped in the inside lane waiting to make a left turn, or for vehicles crossing in front of them.

Because of the mounting accident statistics, the median curb openings were closed in 1972. It was recognized that this would create some inconvenience to local motorists but it was felt this would be outweighed by a reduction in accidents. This action was approved by the Memorial Park owners, with the understanding that it was a temporary measure and an overcrossing would ultimately be built to facilitate access for the Park.

Several access improvement plans are being prepared and a hearing is scheduled for July 30 in order to evaluate these proposals. A location for the hearing has not yet been designated. This hearing will be widely advertised and you are encouraged to attend and offer oral or written testimony.

We understand your concern for the problem and appreciate your interest in the operation of this section of highway.

Very truly yours,

A. E. Johnson
Deputy State Highway Engineer

bc F. B. Klaboe
H. S. Coulter
E. S. Hunter (enc.)
E. L. Hardt
W. W. Geibel

ELH:cr ja

'062 S.E. Holgate Blvd
Portland, Oreg 97266
May 17, 1974

Mr. Klabe
Hyway Supervisor
Hyway Dept, Salem, Oreg 97310

Dear Mr. Klabe

On May 14 I wrote you a letter concerning a center curb on the Sunset Hyway at entrance of the Sunset Hills Memorial Park, but wrote "Skyline." I sent a copy to Mr. Waggoner, and he called to and called my attention to my mistake.

We have four lots in the Park and had two attending our Burial Services. Could get congested as most of our children live out of the city and some out of state. We will surely appreciate some action on this.

We sincerly thank you

Mrs. Arthur Bockelia

MAY 21 1974
ENGR
20'74
RECEIVED

RECEIVED
STATE HWY ENGR
MAY 1674
REFER TO
FOR

10620 S.E Holgate Blvd.
Portland, Oreg. 97266
May 14, 1974

Mr. Klabo
Highway Supervisor
Hiwy Dept. Salem, Oreg

RECEIVED
MAY 17 1974
Office of
Assistant State Highway Engineer

Dear Sir,

We have burial lots in Skyline Memorial Park and needed to conduct some business there lately. When we were ready to come home, to our great surprise there was no way to get into the lane to Portland until we had gone to Cornelius, 2 miles or more. The way there was not very plainly marked. How does it happen there is no break in the center curbing for such traffic? Is there nothing can be done? How long ago were the curbing put there? Has no one else brought this to your attention? Surely not happy the funeral of Finley did not ask for an opening?

I hope this is corrected before I am buried there. My out-of-town people could get lost.

Sincerely
Mrs. William Bickford

# OREGON STATE HIGHWAY COMMISSION

TOM McCALL
GOVERNOR

COMMISSIONERS
GLENN L. JACKSON, Chairman
Medford
FRED W. HILL, Member
Pendleton
THADDEUS B. BRUNO, Member
Portland

OFFICE OF GLENN L. JACKSON • % Pacific Power and Light Co. • Medford, Oregon • 97501

RECEIVED
STATE HWY ENGR
DEC 18 '73
REFER TO

November 28, 1972

Mr. A. Craig Finley
Sunset Hills Memorial Park
6801 S. W. Sunset Highway
Portland, Oregon 97225

Dear Mr. Finley:

Your letter of November 22 addressed to Ted Bruno was passed on to me.

On the basis of the record, you certainly have every reason to ask "why". I recall your letter of December 17 a year ago, and the report at that time that a satisfactory settlement had been made on a temporary basis.

I am asking George Baldwin, our Highway Administrator, to get in touch with you personally. We can at least stop the run-around you have apparently been getting.

Sincerely yours,

Glenn L. Jackson
Chairman

Noted
GARY L. ROSS

GLJ:cjk

RECEIVED
NOV 29 '72
OFFICE OF
ADMINISTRATOR OF HIGHWAYS

November 22, 1972

Mr. Thaddeus B. Bruno
500 Education Center Bldg.
220 S. W.Alder Street
Portland, Oregon 97204

Dear Ted:

Relief of some kind or another seems far removed for our property at Sunset Hills Memorial Park located on the Eastern start of Sunset Highway. As I have stated time and again, Sunset Hills was in its present location before the freeway was constructed. We are a business that has peaks of heavy traffic at the time of service and these peak loads of processions entering and leaving the grounds are a problem that is going to grow in intensity as our volume of business expands. The sale of our downtown property and the resulting increase of business at Sunset Hills is a constant worry to us.

Now, to retrogress, our talks with, and the promises of, The State Highway Commission began on the 28th day of June, 1948, case number 14259 in the Circuit Court of Oregon, Washington County. In this judgment, Sunset Hills reserved complete access and crossing privileges to Sunset Highway until such time that an overpass would be constructed. You can see that this problem has been with us for 24 years. At the same time, the Commission submitted a sketch of the proposed overpass.

Subsequently, many phone calls were placed by us to the Commission and we were always told of the need for funds.

On December 17, 1969, I wrote to Glenn Jackson and stated our position in the light of increased traffic. I have enclosed a ~~reply~~ copy of the letter.

Following this, an editorial appeared in The Oregon Journal dated January 19, 1971, calling attention to the danger of the open median in front of our entrance.

On March 2, 1971, I drove to Salem and sat down with Mr. Porter and Mr. Klaboe. At that time they projected an overpass in 2 to 4 years. They stated that the overpass further west on 185th would be their first project.

On September 8, 1971, I phoned you and you stated that a final hearing on the overpass would be held in December of 1971 or January of 1972. At the time you felt that the overpass would start in 1973 and be completed in 1974.

On December 3, 1971, Mr. Klaboe asked for and received our acceptance of a "temporary" closing of the median opening in the highway and his letter again mentions an overpass in the immediate vicinity. On January 28, 1972, I complained by phone to Mr. Klaboe of the amount of concrete used to effect the "temporary" closure.

Subsequently Mr. Monroe of the right-of-way department has approached us on the feasibility of new acceleration lane at our entrance. I have phoned several times to offer my appearance at a hearing. Nothing seems to happen.

Ted, one finally gets to the point of "losing their cool". This is a rambling note but I have covered the main points of frustration and hope some relief is in sight.

The expiration date of the other matter is February 10, 1973. Call me if you have any question.

Sincerely,

A. CRAIG FINLEY

ACF:jv
enclosure

December 17, 1969.

Mr. Glenn A. Jackson, Chairman,
Oregon State Highway Commission
c/o Pacific Power & Light Company
Medford, Oregon 97501

Dear Mr. Jackson:

Our cemetery is located at the immediate start of Sunset Highway in Washington County. The property was developed as a cemetery in the 1920's but fell into disrepair.

In 1949 we made a substantial investment and acquired a majority of ownership in the land. Since 1949 we have not only acquired 100% of the land ~~but~~ have developed the property into its present excellent condition. In 1966 we dedicated a costly new mortuary and administration building. As members of the business community and as taxpayers we feel we have given the area something that all can be proud of.

From these introductory remarks you can readily see that the property was an operating factor in the business community long before the Sunset Highway reached its present proportions. From a two-lane highway we have progressed to the present four-lane highway which is posted at 60 miles per hour. As you well

know, most drivers pick up another 5 miles per hour in speed. This brings me to the point of this letter.

As a business we serve not only the funeral processions coming into the cemetery but the surge of cars leaving the grounds at the conclusion. Anywhere from five to a hundred cars must enter or exit the grounds at the same time. I think you can understand that the problem is frought with danger. Your commission had plans at one time for an overpass which touched on our property but nothing ever came of this. In fact, we welcomed the plan and cooperated in every way possible.

Because of this serious problem we go to the expense of hiring motorcycle escorts to direct traffic into and out of the grounds. They even use highway flares as a precaution. With the public so intent on "speed for speed's sake" the problem still remains one of extreme danger.

I have contacted the local highway office and the state police on numerous occasions seeking relief. On all occasions I was told that a freeway was a freeway and that nothing could be changed. To me this kind of an answer is absurd and not in the public interest. Quite frankly the State of Oregon is derelict in not providing access roads and adequate overpasses for any freeway it constructs.

I am willing at all times to appear before your commission and that of the state police to discuss this matter and suggest the following corrections:

1. Reduction of speed.

2. Signs pointing up the fact of a cemetery entrance.
3. Yellow caution lights as used at S. W. 185th and Sunset Highway.
4. Wider divider strip.
5. Consideration of the overpass and adequate access road.

I am a business man and well acquainted with costs, and it is not the purpose of this letter to ask for all of the above items. They are merely suggestions that I feel are reasonable. One officer suggested that we route all processions to the next available overpass either east or west. This also is absurd because of the fact that we as a business have competition and would be placed in the unenviable position of telling the public to drive another half-mile or more in order to use our property.

Only yesterday two more people were taken to a hospital as a result of an accident.

We are asking only reasonable help for this situation, and you will find us most cooperative.

Sincerely,

RECEIVED
FOR FILING

December 28, 1971

Mr. A. Craig Finley
Sunset Hills Memorial Park
6801 S. W. Sunset Highway
Portland, OR 97225

Dear Mr. Finley:

Thank you for your excellent cooperation with respect to the temporary closure of the median opening on the Sunset Highway opposite your access road.

The opening will be closed on a temporary basis on January 24. Signing advising the public of this date will be installed on January 10, which will provide a two-week informational period for traffic destined to the Memorial Park. After the temporary closure has been accomplished on January 24, we will install temporary signing indicating "No Left Turn" at the same locations.

The hearing date for revision of the alignment of US26 in this area has not been set. We will notify you as soon as this date has been established so you may arrange for representation at the hearing if you desire.

Very truly yours,

R. L. Porter
State Highway Engineer

By

F. B. Klaboe
Assistant State Highway Engineer

LEG:lp 1a

bc R. L. Porter
Tom Edwards
E. S. Hunter
L. E. George
Victor D. Wolfe

FINLEY Sunset Hills MEMORIAL PARK

*Mortuary · Cemetery · Mausoleum · Crematorium*

6801 S.W. Sunset Highway
Portland, Oregon 97225
Telephone 292-6654

December 18, 1971

Mr. J. B. Klaboe
Assistant State Highway Engineer
Oregon State Highway Division
Highway Building
Salem, Oregon

Dear Mr. Klaboe:

I am returning your copy of the agreement relative to the temporary closure of the median on Sunset Highway in front of our Sunset Hills Memorial Park.

We are anxious to cooperate with the Highway Division and look forward to the day work is begun on the overpass.

Since I will probably bring an engineer to the first hearing in 1972, I would appreciate a notice of the date as soon as possible.

Sincerely,
Sunset Hills

A. Craig Finley.

ACF:ahi

RECEIVED
DEC 21 1971
OFFICE OF
STATE HIGHWAY ENGINEER

# OREGON STATE
# HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

December 3, 1971

Mr. A. Craig Finley
Finley Sunset Hills Memorial Park
6801 S. W. Sunset Highway
Portland, Oregon 97225

Dear Mr. Finley:

We appreciate your cooperation concerning the matter of the median opening on the Sunset Highway opposite the access to your property.

As we have discussed, because of the accident pattern in the area it is necessary for public health, safety, and welfare to close the median opening opposite your right of access at Station 3274+70.

The Highway Division agrees that this action is temporary and, further, that you will retain all of your rights for the median opening. It is anticipated that hearings will be held early in 1972 to establish an interchange in the vicinity of your present access.

After the hearings, we will again discuss this matter with you. It is, therefore, agreed that the denial of direct access from your property to the eastbound lanes and from the eastbound lanes will only be a temporary measure.

Prior to the physical temporary closing of the median opening, we will install signing two weeks in advance of the actual closure to advise motorists destined for your area that the median opening will be closed in the future.

If you agree, please endorse a copy of this letter and return to me.

Very truly yours,

R. L. Porter
State Highway Engineer

By
F. B. Klaboe
Assistant State Highway Engineer

Date 12/18/71

I concur with the above.

A. Craig Finley

FORM E-30 (REV. 10-69)

# OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon 97310
December 28, 1971

SUBJECT: Sunset Hwy Median Closing
RE: FBK 4660

To: E. S. Hunter
Asst. State Highway Engineer
B U I L D I N G

We have been negotiating for some time now to effect a closure of a median opening on the Sunset Highway, opposite the Sunset Hills Memorial Park.

Attached is a plan showing a closure date informational sign installation. We have advised Mr. Finley, owner of the cemetery, that these signs would be in place on January 10, informing the public of the impending median opening closure that would occur on January 24. Will you please have the necessary signing installed to conform with the dates outlined.

In addition to the signing mentioned, when the median is physically closed, "No Left Turn" signs should be installed on the posts that were used for installing the date closure signs.

NOTED
F. B. KLABOE

F. B. Klaboe
Assistant State Highway Engineer

LEG:lp
Attachments
cc: L. E. George

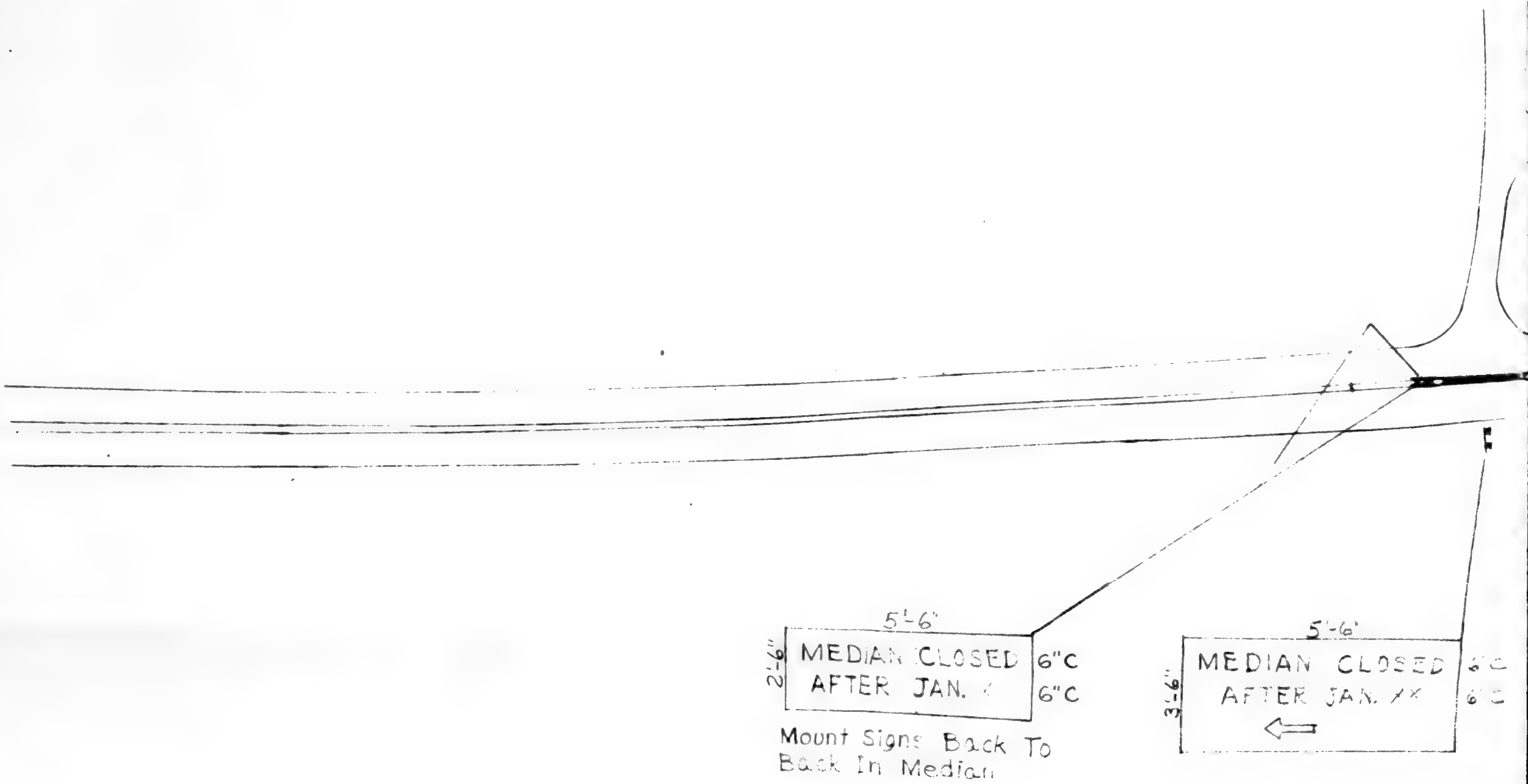
Median Closed
1-24-72
No Left Turn Signs Installed

NOTED
E. S. HUNTER

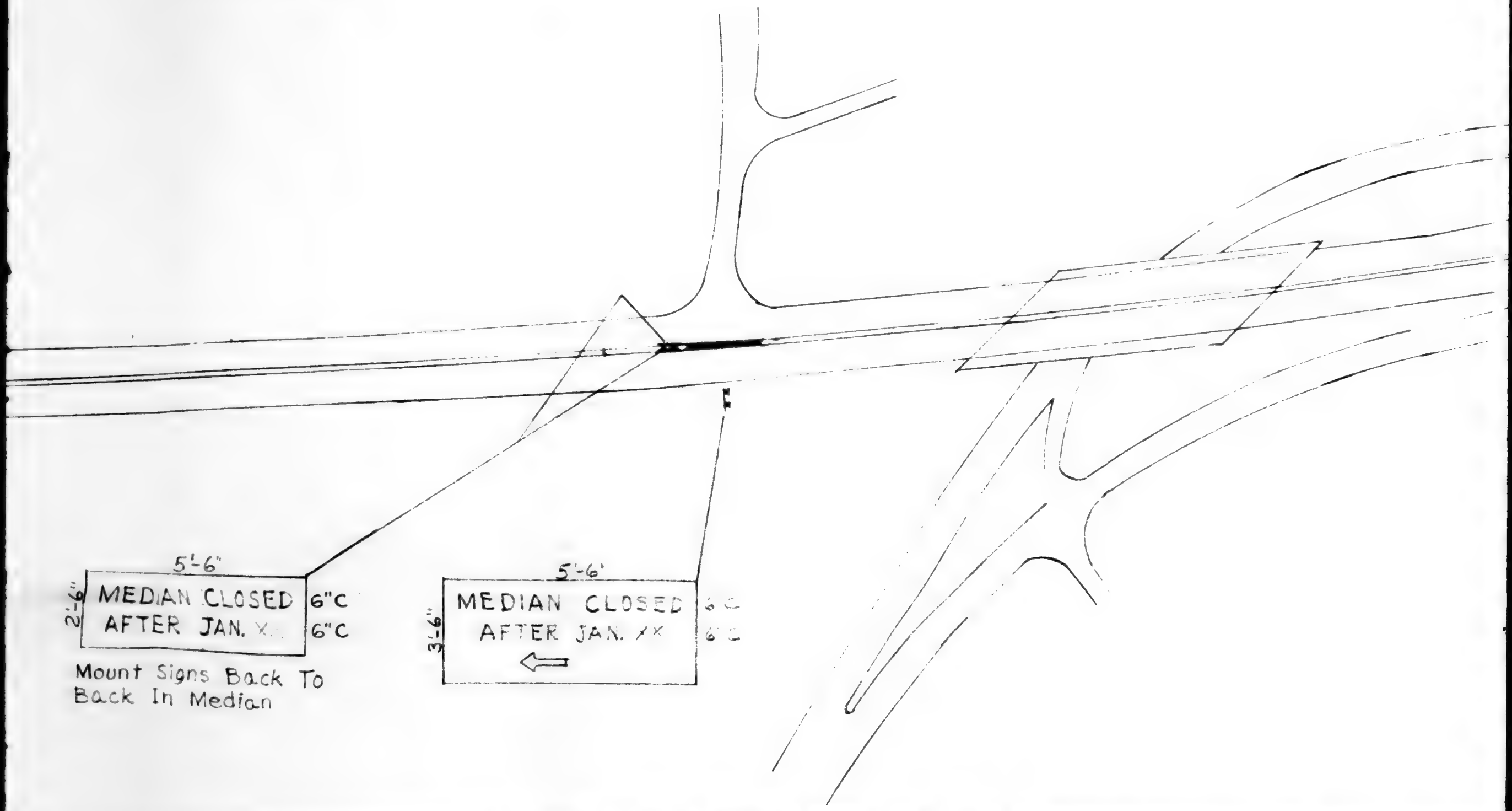
MAINTENANCE ENGINEER
RECEIVED
JAN 3
ME AME AME DE AG
ES AA FILE

GP 52475-734

SUNSET HILLS MEMO

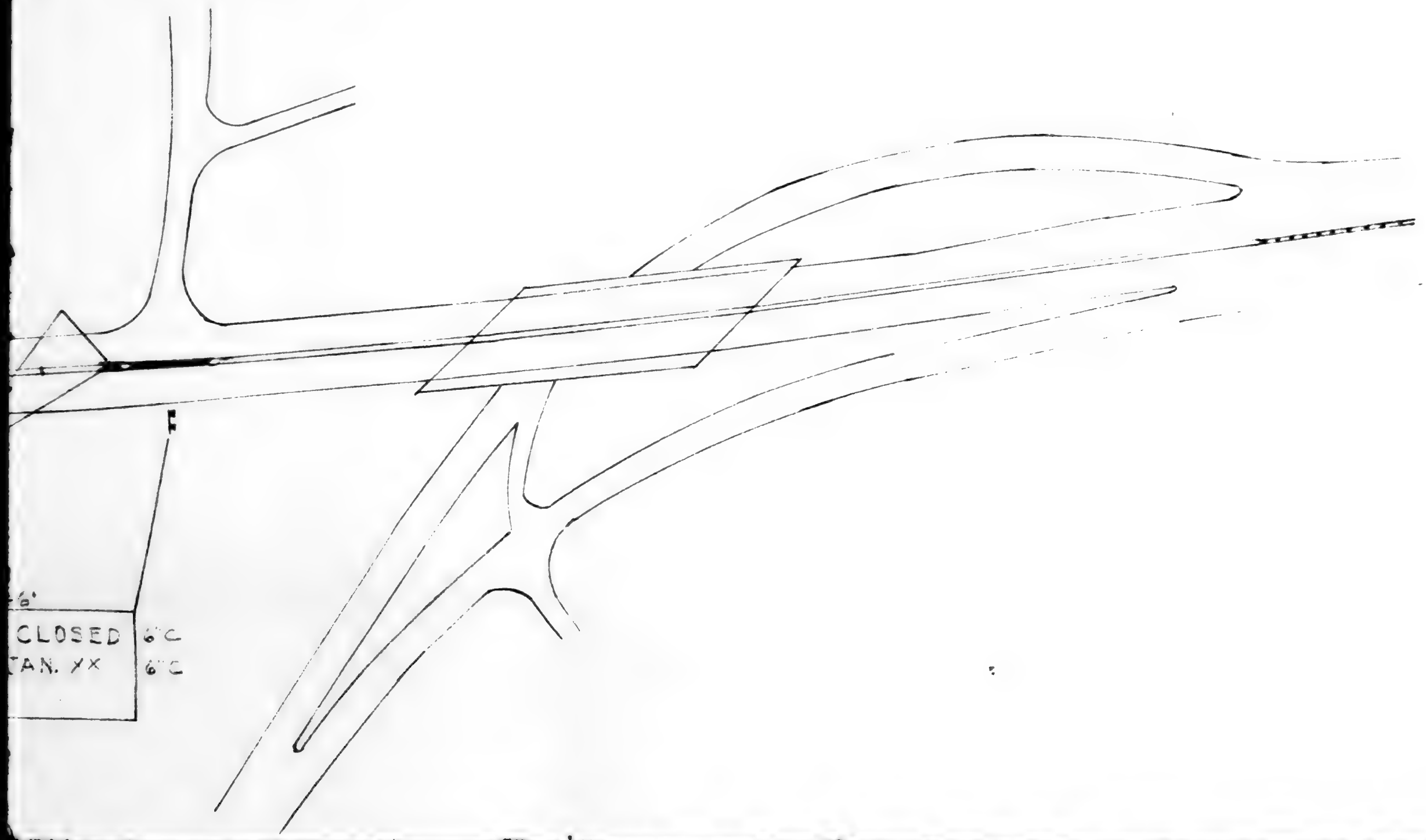


# SUNSET HILLS MEMORIAL PARK




Mount Signs Back To
Back In Median

MEMORIAL PARK



MEDIAN CLOSURE SIGNING AT FINLEY SUNSET HILLS MEMORIAL PARK
SUNSET HIGHWAY — WASHINGTON COUNTY

RECEIVED
DEC 6 - 1971
FOR FILING

December 3, 1971

Mr. A. Craig Finley
Finley Sunset Hills Memorial Park
6801 S. W. Sunset Highway
Portland, Oregon 97225

Dear Mr. Finley:

We appreciate your cooperation concerning the matter of the median opening on the Sunset Highway opposite the access to your property.

As we have discussed, because of the accident pattern in the area it is necessary for public health, safety, and welfare to close the median opening opposite your right of access at Station 3274+70.

The Highway Division agrees that this action is temporary and, further, that you will retain all of your rights for the median opening. It is anticipated that hearings will be held early in 1972 to establish an interchange in the vicinity of your present access.

After the hearings, we will again discuss this matter with you. It is, therefore, agreed that the denial of direct access from your property to the eastbound lanes and from the eastbound lanes will only be a temporary measure.

Prior to the physical temporary closing of the median opening, we will install signing two weeks in advance of the actual closure to advise motorists destined for your area that the median opening will be closed in the future.

If you agree, please endorse a copy of this letter and return to me.

Very truly yours,

R. L. Porter
State Highway Engineer

By

F. B. Klaboe
Assistant State Highway Engineer

Date_____

I concur with the above.

_____
A. Craig Finley

bc George Baldwin
R. L. Porter
Tom Edwards
L. E. George
L. W. Rullen

LEG:lp ia

RECEIVED
NOV 30 1971
FOR FILING

November 23, 1971

Mrs. Marilyn Lundgren
[illegible] - 46th Street, S. W.
Seattle, WA 98116

Dear Mrs. Lundgren:

Thank you for taking time to write us about your experience with the access to Forest Hill Cemetery from the Burien Road.

We realize that the situation needs improvement, and we are working as rapidly as possible to correct it. However, the solution is not an easy one as an interchange along with a system of frontage roads is involved.

It is hoped that public hearings regarding this situation will be scheduled for either January or February. If everything moves along smoothly, we can begin negotiations for right of way in late spring or early summer.

We are anxious to complete this section to high standards.

Very truly yours,

R. L. Porter
State Highway Engineer

FBK:ia kmh
bc: R. L. Porter
F. B. Klaboe
Frank Hall
Victor D. Wolfe

Tom Edwards
Deputy State Highway Engineer

2218 - 46th SW
Seattle, Washington
November 15, 1971

Oregon State Highway Patrol
Beaverton, Oregon

Gentlemen:

I am not sure I am directing this letter to the right party but if not, hopefully you will forward it on if you consider it worth consideration.

I was a resident of Hillsboro for many years but am now residing in Seattle. My husband died and was buried in the cemetery at Sunset Hills. I visit the Portland-Hillsboro area about every six months and always stop at the Sunset Hills cemetery but I am always approaching it as I leave Portland which presents no problem.

However, this weekend I had visited in Hillsboro and was headed toward Portland and wanted to stop in at Sunset Hills. I knew there was a lefthand turn permitted. I started to make my lefthand turn when I realized I could not cross the other two lanes (headed toward Seaside) because of oncoming traffic. At that point I found myself in a very unsafe, most dangerous position. My rear end was sticking out in the lane of traffic headed toward Portland and my front end sticking out in the oncoming traffic for about 3 minutes. A number of cars [illegible] and I [illegible] very serious accident. I don't feel that I was at fault because obviously a lefthand turn is permitted but it was certainly a [illegible]. I noticed that in leaving the Sunset Hills Cemetery that a lefthand turn was NOT permitted which was fine with me. I did want to go to Portland but no way would I put in the same position I was in before.

[illegible]
[illegible]
[illegible]

Sincerely,

Mrs. [illegible]

RECEIVED
MAR 10 1971
FOR FILING

March 5, 1971

Mr. Walter Evans
Chief Probation Officer
United States District Court
Post Office Box 350
Portland, Oregon 97207

Dear Mr. Evans:

Thank you for your letter concerning the intersection of the Sunset Highway and the Sunset Hills cemetery entrance west of Sylvan.

The Sunset Highway in this area is not a freeway and has several intersections at grade. The Highway Commission is aware that this section should be converted to freeway standards and has an interchange on its current construction program for this specific location. While it may be some little time before actual construction can start, I find that the Highway Commission has suggested to Mr. A. Craig Finley that this crossing be closed and, as an interim measure, he make use of the interchanges at Sylvan and at Cedar Hills. I further understand that Mr. Finley is going to discuss this with his Board of Directors at an early meeting.

I am confident that something can be worked out to alleviate the situation until the interchange can be placed under contract.

Sincerely,

Governor

TM:mc
cc: Highway Division

HIGHWAY ENGINEER

EVANS TO [illegible] 3/1

UNITED STATES DISTRICT COURT
DISTRICT OF OREGON
PROBATION OFFICE

WALTER EVANS
CHIEF PROBATION OFFICER

P. O. BOX 350
PORTLAND 97207
U. S. COURT HOUSE
503-226-3361, EXT. 1417

February 26, 1971

The Honorable Tom McCall, Governor
State of Oregon
State Capitol Building
Salem, Oregon

Dear Governor Tom:

A small section on the Sunset "Freeway" west of Portland has developed into a very serious traffic hazard. Please ask the highway safety experts if they can immediately consider the extreme danger that exists at the point where traffic crosses the "freeway" to either enter or leave Finley's Sunset Hills Mortuary.

With kind personal regards, I am

Cordially,

Walter Evans

Walter Evans
Chief U.S. Probation Officer

MAR 1 1971

FORM E-30 50M 10-65

# OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon 97310
March 2, 1971

SUBJECT:

To: MEMO TO THE FILE

Rod Porter and I met with Mr. A. Craig Finley today concerning the access between the Finley Sunset Hills Memorial Park and the Sunset Highway just westerly of Sylvan.

Mr. Finley was advised that we were considering the construction of an interchange in this area but that we could see no possibility of getting a contract under way sooner than two years. He was further advised that it may take four years or more, depending upon the priorities established by the State Highway Commission.

F. B. Klaboe
Assistant State Highway Engineer

FBK:srb

cc: R. L. Porter
Tom Edwards
Victor D. Wolfe
F. L. Hall
F. B. Crandall
L. W. Rulien

RECEIVED
MAR 3 - 1971
FOR FILE

February 16, 1971

Mr. A. Craig Finley
Finley Sunset Hills Memorial Park
6801 S. W. Sunset Highway
Portland, Oregon 97225

Dear Mr. Finley:

Thank you for your February 13 letter suggesting a meeting concerning the left-turn problem west of Sylvan.

Any time on February 25 or February 26 is open, although the 25th would be a little more preferable to us. Should these dates not meet your schedule, another mutually convenient day can be selected.

Very truly yours,

R. L. Porter
State Highway Engineer

RLP:fa

cc Tom Edwards
F. B. Klaboe
Victor D. Wolfe
F. B. Crandall
L. W. Rullen

FINLEY Sunset Hills MEMORIAL PARK

*Mortuary · Cemetery · Mausoleum · Crematorium*

6801 S.W. Sunset Highway
Portland, Oregon 97225
Telephone [illegible]

February 13, 1971

Mr. R. L. Porter
State Highway Engineer
Highway Building
Salem, Oregon 97310

Dear Mr. Porter:

In answer to your letter of February 3, 1971, I would like to make the following comments.

At the present time I would be opposed to closure of the divider opening without some definite assurance of an interchange which would take into consideration the problems of traffic in and out of Sunset Hills.

As you suggested in your letter, I feel the only real solution to this problem is for me to sit down with you and actually see your interchange proposal. At the same time you could explain the other problems you would encounter in constructing a left-turn refuge lane.

I will be most happy to come to Salem at your

convenience. I would, however, appreciate three or four days notice.

Sincerely,
Sunset Hills

A. Craig Finley

A. Craig Finley.

ACF:ahi

RECEIVED
FEB 15 19[illegible]
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
FEB 4 1971
FOR FILE

February 3, 1971

Mr. A. Craig Finley
Finley Sunset Hills Memorial Park
6801 S. W. Sunset Highway
Portland, Oregon 97225

Dear Mr. Finley:

Reference is made to your January 25 letter to Glenn L. Jackson concerning the left-turn problem from the Sunset Highway to your Memorial Park.

Mr. Jackson suggested that I contact you and ask your reaction to physically closing the opening so that left-turn movements would be impossible. For an eastbound vehicle to enter your driveway, it would be necessary to proceed to the Sylvan Interchange and then return in the right-hand lane. This would take about two and one-half minutes longer than making a direct left-turn, provided you were not held up by opposing traffic.

I believe this would be the safest thing to do and as the Commission has an interchange in this area scheduled, any inconvenience would not continue indefinitely. I am not able to forecast when an interchange project can be contracted, but the Commission is aware of the need.

To provide a proper left-turn refuge would require some substandard construction in bringing the eastbound lanes back to their normal position before reaching the structure just to the east. This we would like to avoid if at all possible.

May I have your ideas to this suggestion. If you wish to have a Highway Division engineer review this on the ground with you, please let me know.

Very truly yours,

R. L. Porter
State Highway Engineer

RLP:fn

cc Glenn L. Jackson
Tom Edwards
F. B. Klaboe
Victor D. Wolfe
F. B. Crandall
L. W. Rulien

# Shortcut To The Cemetery

Who'd believe a left turn directly off the fast lane of a freeway? A car would have to come to a near stop to make it at all, and usually an absolute halt to wait for oncoming traffic in the opposite lanes to clear.

Since traffic in that left lane is likely to be moving along at around 60 miles per hour, the risk of accident would be overwhelming. Silly, isn't it?

Yet that is the situation at a point on the Sunset Highway, which isn't an official freeway, but serves the purpose of one. West Side commuters move along on it at about the same fast clip as East Side commuters on the Banfield.

There honestly is a place where a motorist can make a left turn off the passing east-bound lane, across two west-bound lanes, to get into Sunset Hills Memorial Park. And often someone will. There is no refuge lane or left-turn lane.

Who is more to blame for the danger that exists, the fool who would risk his own life and the lives of the speeding motorists behind him, or the highway authorities who have left the opening for a left turn?

It's amazing that there haven't been more accidents there. But let's not wait for a fatality to correct an error.

Ro. Porter
can you give me
the dope on this
47.

FINLEY Sunset Hills MEMORIAL PARK

Mortuary · Cemetery · Mausoleum · Crematorium
5801 S.W. Sunset Highway
Portland, Oregon 97225
Telephone [illegible]

January 25, 1971

RECEIVED
JAN 26 1971
OFFICE OF
Glenn L. Jackson

Mr. Glenn L. Jackson, Chairman,
Oregon State Highway Commission
Pacific Power & Light Company
920 S. W. 6th Avenue
Portland, Oregon

Dear Mr. Jackson:

I appreciated our phone conversation on January 20th and to clarify the matter I have enclosed a copy of the editorial we discussed.

Furthermore, to get something "on the record" concerning the entrance to Sunset Hills Memorial Park from The Sunset Highway, I would like to make the following observations:

1. The Commission should refer to my letter to you dated December 17, 1969. Since I do not wish to repeat myself I have enclosed a copy of this for you. I would still stand on the statement of facts as presented in that letter.

2. We were extremely appreciative of the departments installation of signs since our last discussions but they simply are not providing the safety factor required of this situation. In light of this and considering your statement that the overpass will not be constructed in the near future, I am requesting, as an interim

measure, the construction of a center safety lane similar to the many in evidence to the West of our property. I feel this is a reasonable request and as stated in my earlier letter to you, I will always be available for discussions with The Commission and its personnel.

Sincerely yours,
Sunset Hills Memorial Park

A. Craig Finley

A. Craig Finley.

ACF:ahi
Encl: 1

December 17, 1969.

Mr. Glenn A. Jackson, Chairman,
Oregon State Highway Commission
c/o Pacific Power & Light Company
Medford, Oregon 97501

Dear Mr. Jackson:

Our cemetery is located at the immediate start of Sunset Highway in Washington County. The property was developed as a cemetery in the 1920's but fell into disrepair.

In 1949 we made a substantial investment and acquired a majority of ownership in the land. Since 1949 we have not only acquired 100% of the land but have developed the property into its present excellent condition. In 1966 we dedicated a costly new mortuary and administration building. As members of the business community and as taxpayers we feel we have given the area something that all can be proud of.

From these introductory remarks you can readily see that the property was an operating factor in the business community long before the Sunset Highway reached its present proportions. From a two-lane highway we have progressed to the present four-lane highway which is posted at 60 miles per hour. As you well

know, most drivers pick up another 5 miles per hour in speed. This brings me to the point of this letter.

As a business we serve not only the funeral processions coming into the cemetery but the surge of cars leaving the grounds at the conclusion. Anywhere from five to a hundred cars must enter or exit the grounds at the same time. I think you can understand that the problem is frought with danger. Your commission had plans at one time for an overpass which touched on our property but nothing ever came of this. In fact, we welcomed the plan and cooperated in every way possible.

Because of this serious problem we go to the expense of hiring motorcycle escorts to direct traffic into and out of the grounds. They even use highway flares as a precaution. With the public so intent on "speed for speed's sake" the problem still remains one of extreme danger.

I have contacted the local highway office and the state police on numerous occasions seeking relief. On all occasions I was told that a freeway was a freeway and that nothing could be changed. To me this kind of an answer is absurd and not in the public interest. Quite frankly the State of Oregon is derelict in not providing access roads and adequate overpasses for any freeway it constructs.

I am willing at all times to appear before your commission and that of the state police to discuss this matter and suggest the following corrections:

1. Reduction of speed.

2. Signs pointing up the fact of a cemetery entrance.
3. Yellow caution lights as used at S. W. 185th and Sunset Highway.
4. Wider divider strip.
5. Consideration of the overpass and adequate access road.

I am a business man and well acquainted with costs, and it is not the purpose of this letter to ask for all of the above items. They are merely suggestions that I feel are reasonable. One officer suggested that we route ~~all processions~~ to the next available overpass either east or ~~west~~. This also is absurd because of the fact that we as a business have competition and would be placed in the unenviable position of telling the public to drive another half-mile or more in order to use our property.

Only yesterday two more people were taken to a hospital as a result of an accident.

We are asking only reasonable help for this situation, and you will find us most cooperative.

Sincerely,
J. P. Finley & Son

A. Craig Finley.

AF:ahi

FORM S-125

[illegible]

T H [illegible]

A W [illegible]

BE [illegible]

OREGON
STATE HIGHWAY COMMISSION
SALEM

R. H. BALDOCK
STATE HIGHWAY ENGINEER

J. M. DEVERS
CHIEF COUNSEL

H. B. GLAISYER
SECRETARY

[illegible] 23, 1948

M[illegible] G. Burdick
[illegible], Maurogy & Toose, [illegible]
[illegible] Building
[illegible]an., Oregon

L-1467
1468
1469
1470
1481

[illegible]K: Re: State Highway Commission v. Philpps, et al.

[illegible]er to [illegible]ing to you on the telephone today, I have conferred [illegible]. C. [illegible]s, Assistant Highway Engineer, in charge of con[illegible] in regard to the access to various properties involved [illegible] cases bearing the file numbers of this office.

The plan to take care of access to these properties, is to pro[illegible] an access [illegible] width of 60 feet, having a center at Station [illegible], which I am advised is approximately the location of the [illegible] crossing the Sunset Highway from the Tualatin Valley [illegible] Mortuary [illegible]ery building. The traffic mole [illegible] will be cut at this point for [illegible] control devices will permit [illegible] point.

[illegible]eers recognize that at some future time, as the ceme[illegible], it will probably be necessary to design [illegible] construct a more elaborate plan for handling traffic. At some [illegible]re time, it is planned to construct an overhead crossing at Station 3269+00, and the necessary right of way has been and is be[illegible] procured for that purpose. In fact, it was originally planned [illegible] construct the overhead crossing during the three-year post war [illegible]uction program, which would end in 1948; however, increased [illegible]uction costs on the Sunset project itself has made it necessary [illegible] this overhead project to be deferred.

In a stipulation or judgment which is to be drawn up in these cases, we could provide that access would be reserved to the various properties to the Sunset Highway at Station 3274+70, of a width of [illegible] feet, for non-commercial purposes, or, as we define them in our stipulations, for purposes which do not cater to, invite or solicit

from the highway user. The stipulation could provide that if and when the Commission constructs an overpass at Station 3269+00, the right of access at Station 3274+70 would terminate.

I believe this will answer your question, but in the event you desire to see these locations upon the ground, or are further interested, you may call A. G. Skelton, our Division Engineer in Portland, and I am sure that he would make arrangements to go over the situation with you on the ground.

With best personal regards, I am

Yours very truly,

J. M. DEVERS

By G. W. NEUNER
Assistant Counsel

GWN:FRC

# Shortcut To The Cemetery

Who'd believe a left turn directly off the fast lane of a freeway? A car would have to come to a near stop to make it at all, and usually an absolute halt to wait for oncoming traffic in the opposite lanes to clear.

Since traffic in that left lane is likely to be moving along at around 60 miles per hour, the risk of accident would be overwhelming. Silly, isn't it?

Yet that is the situation at a point on the Sunset Highway, which isn't an official freeway, but serves the purpose of one. West Side commuters move along on it at about the same fast clip as East Side commuters on the Banfield.

There honestly is a place where a motorist can make a left turn off the passing east-bound lane, across two west-bound lanes, to get into Sunset Hills Memorial Park. And often someone will. There is no refuge lane or left-turn lane.

Who is more to blame for the danger that exists, the fool who would risk his own life and the lives of the speeding motorists behind him, or the highway authorities who have left the opening for a left turn?

It's amazing that there haven't been more accidents there. But let's not wait for a fatality to correct an error.

RECEIVED
JUL 20 1970
FOR FILING

July 3, 1970

Mr. R. L. Simpson
Division Engineer
Bureau of Public Roads
Box 300
Salem, Oregon 97308

Re: Your File 08-35-DA
Oregon F-186(-)
Sunset Highway, M.P. 68-71
(Sunset Hills Cemetery)

Dear Sir:

Thank you for your letter of June 29 concerning the traffic problem at the Sunset Hills Cemetery. We will pursue this in the field to see that continued attention and surveillance is given the problem.

With respect to future plans, we definitely do intend to convert this section to a full freeway. However, the accident problem has not been too bad up to the present and we feel that greater good can be achieved by four-laning and interchanging farther to the west.

The reasoning is based on the fact that the abutting property conditions and the increased flow of traffic entering the Sunset Highway will not materially increase in the Sunset Hills area, but building encroachment and traffic volumes definitely will increase farther west.

Very truly yours,

R. L. Porter
State Highway Engineer

By

Tom Edwards
Deputy State Highway Engineer

TE:ja

bc R. L. Porter
F. B. Klaboe (enc.)
Victor D. Wolfe

Form FHWA-121 (12-67)
UNITED STATES GOVERNMENT

# *Memorandum*

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Bureau of Public Roads
Box 300
Salem OR 97308

DATE: June 29, 1970

In reply refer to: 08-35-DA

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

FROM : R. E. Simpson, Division Engineer
Salem, Oregon

SUBJECT: Oregon F-186(-)
Sunset Highway
MP 68-71 (Sunset Hills Cemetery)

It has been noted that some undesirable operating conditions exist at the cemetery entrance at the subject location. Our area engineer has discussed the problem with your Division Engineer and states that signing modifications have been made at this location with apparent favorable results. It is understood that this is not a high priority accident location.

We are interested in your future plans for the segment of the Sunset Highway between the Canyon Road junction and the Cedar Hills area. It seems evident that conversion to full access control will be accomplished in the future and this would, of course, eliminate many at-grade intersections. With the extra traffic load that will be placed on this section with completion of Beaverton-Tigard expressway removal of the at-grade intersections may warrant earlier consideration. We would appreciate any information you may furnish on your plans for this route.

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED
MAR 27 1970
Highway Div. 12-67

FOR FILE

# OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Portland, Oregon 97202
March 24, 1970

To:
Mr. Tom Edwards
Asst. State Hwy. Engineer
Salem

SUBJECT:
Cemetery Signs
Sunset Hills Memorial Park
Sunset Highway

Please be advised that "CEMETERY" signs for the Sunset Hills Memorial Park on the Sunset Highway were installed March 18, 1970.

This should provide the additional advance warning requested by Mr. Craig Finley.

L. W. Rulien
Division Engineer

LWR:fb
cc F. B. Crandall
B. P. Huntley

NOTED
TOM EDWARDS

RECEIVED
FEB 25 1970
FOR FILING

February 24, 1970

Mr. A. Craig Finley
Sunset Hills Memorial Park
5801 S. W. Sunset Highway
Portland, Oregon 97225

Dear Mr. Finley:

Your most recent letter concerning the access into the Sunset Hills Memorial Park requests information concerning the type of signs that we propose to install in order to improve traffic conditions in the area.

It is our opinion that additional warning of the existence of your access is desirable. We feel that this can be accomplished efficiently by installing oversized crossroad symbol signs in lieu of the standard smaller size signs now existing. We would also install a standard warning sign with the legend "CEMETERY". The combination of the increased sign size and the additional advance warning that would be provided for both directions of traffic should improve traffic operation through the area.

This work will be done as soon as signing crews can be scheduled into the area.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

Tom Edwards
Assistant State Highway Engineer

bc Forrest Cooper
R. L. Porter
Victor D. Wolfe
F. B. Crandall
L. W. Rulien (enc.) - If you have not already started the signing revision, please do so at your earliest convenience.

LbG:mk ja

RECEIVED

FEB 16 1970

TRAFFIC ENGINEERING

FINLEY Sunset Hills MEMORIAL PARK

*Mortuary · Cemetery · Mausoleum · Crematorium*

6801 S.W. Sunset Highway
Portland, Oregon 97225
Telephone 292-0654

REFERRED TO 9928

BY DEPUTY STATE HIGHWAY ENGINEER

February 11, 1970

Mr. Forrest Cooper
State Highway Engineer
Oregon State Highway Division
Highway Building
Salem, Oregon 97310

Dear Mr. Cooper:

Due to illness I am just now getting around to thanking you for your letter of January 22nd in which you propose upgraded signs for our problem at Sunset Hills.

I would appreciate knowing what you contemplate in the way of signs and at the same time wish you to know that I am available for consultation on this matter. I will be most happy to drive to Salem for a meeting with you if you so desire.

Sincerely,
Sunset Hills Memorial Park

A. Craig Finley

A. Craig Finley.

ACR:ahi

RECEIVED
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
JAN 22 1970
FOR FILING

January 22, 1970

Mr. A. Craig Finley
J. P. Finley & Son
6801 S. W. Sunset Highway
Portland, Oregon 97225

Dear Mr. Finley:

An analysis of traffic data and field conditions has been conducted involving the access into the Finley Sunset Hills Memorial Park.

It is our opinion that safety conditions can be materially improved at this location by the installation of additional warning in the form of upgraded and improved advance warning signs. Such signing will be installed in the near future.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc: Glenn L. Jackson

R. L. Porter
Tom Edwards
V. D. Wolfe
F. B. Crandall
L. W. Rulien

LEG:ji sr

FORM E-30-X (12-67)

# OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon 97310
January 12, 1970

To: L. E. George
Assistant Traffic Engineer
O F F I C E

SUBJECT: Traffic Conditions
Sunset Highway at Sunset Hills Memorial Park
Sylvan

As instructed, Larry Rulien, Ron Failmezger and I made an investigation of traffic conditions at the access to the Sunset Hills Memorial Park on the Sunset Highway just west of Sylvan. No contact was made.

The highway at this point is four lanes in width with a four-foot raised median. The shoulders are about eight feet wide and paved. The designated speed on the Sunset Highway is 60 MPH and the 1968 ADT was 18,900. At the present time there is a 30-inch crossroad symbol sign for westbound and no advance warning for eastbound traffic.

There is a mortuary on the cemetary grounds. Thus, it is presumed that in addition to funeral processions entering, complete funerals are held here.

Sight distance at the intersection is in excess of 1,000 feet in either direction. However, because of vertical curvature to the west and horizontal to the east, the existence of the cemetery is not readily apparent to a driver on the highway.

As is shown by the attached collision diagram, there were 13 reported accidents during the three-year period from January 1, 1966, to December 31, 1968. Thirteen persons were injured and there were no fatalities. There were four accidents apparently involving the right turn and six the left turn into the cemetery. Two vehicles leaving the cemetery collided with vehicles westbound on the highway.

The physical conditions, traffic volumes and accident record is such that some corrective treatment is indicated. The accident pattern indicated that a left-turn refuge would be desirable. However, this would not be possible unless the structure over the Tualatin Valley Highway was widened. The right-turn situation could be improved if the property owner would extend the access a few feet to the south. This would involve extension of the culvert and a small amount of grading and paving.

Additional warning of the existence of the access is necessary. The Division representatives feel that this can be accomplished by enlarging the existing crossroad symbol sign to 48 inches and installing a 48-inch side road symbol for eastbound traffic. Although it would be setting a precedent, I would recommend a standard warning sign with the message "CEMETERY"

Consideration could also be given to the installation of a flashing beacon at the intersection. Such an installation would display flashing yellow to the highway and nothing to the access. The beacons would operate only during funerals. Such an installation using mast arms would cost about $2,000.

V. P. Johnson
Traffic Control Engineer

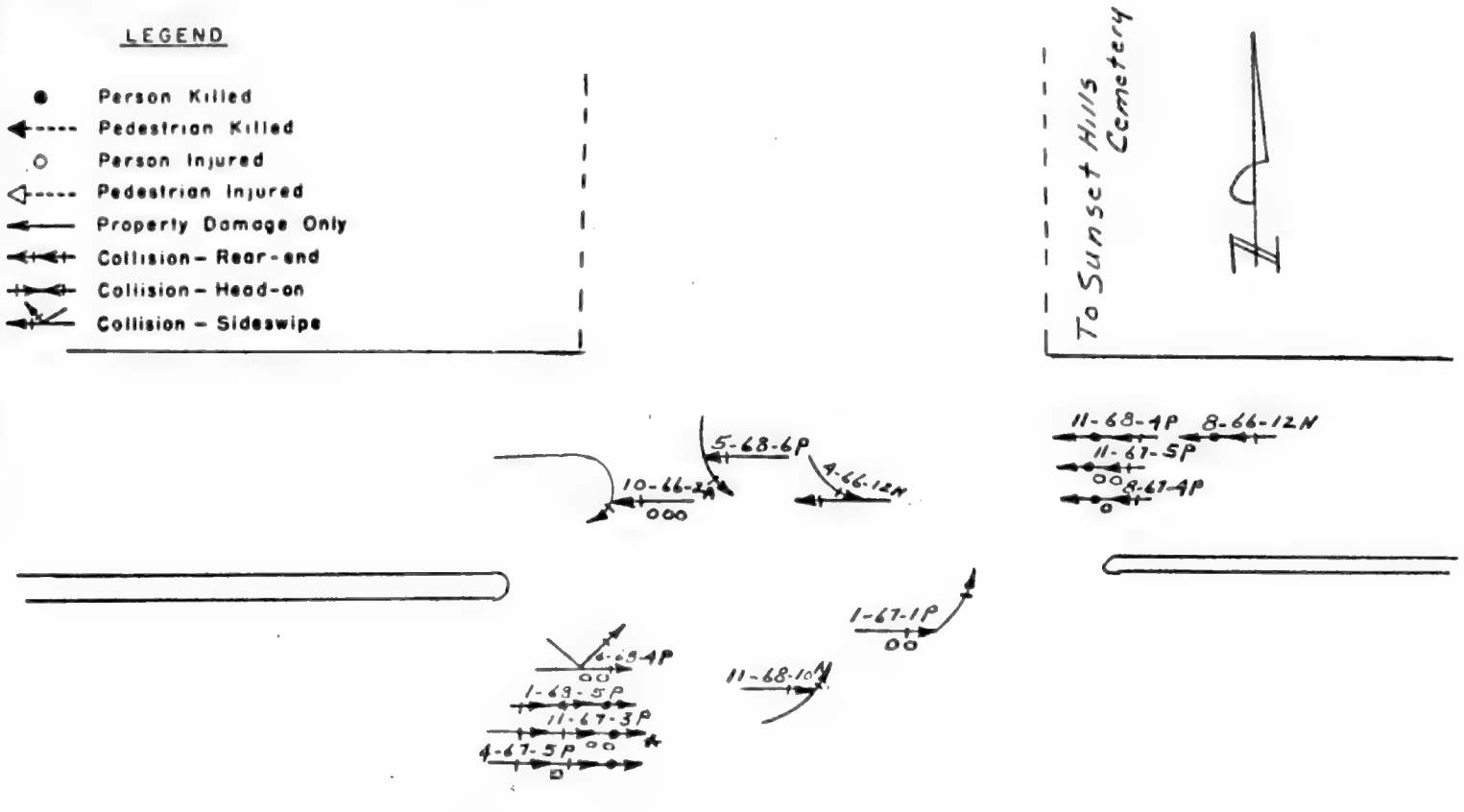
VPJ:mk
Attachment
cc: L. W. Pulien

Oregon State Highway Department
Traffic Engineering Division
Accident Analysis
# COLLISION DIAGRAM

City of _____ County Washington
Intersection of Sunset Hwy. and Entrance to Sunset Hills Cemetery
Highway Number 47 (US26) M.P. 10.76
Period Covered 1-1-66 to 12-31-68
Compiled by VSC Drawn by _____ Date 1-8-70

LEGEND

- Person Killed
- Pedestrian Killed
- Person Injured
- Pedestrian Injured
- Property Damage Only
- Collision – Rear-end
- Collision – Head-on
- Collision – Sideswipe




- Path of Pedestrian
- Path of Vehicle
- Path of Animal
- Vehicle Moving
- Vehicle Stopped
- Vehicle Backing
- Properly Parked
- Improperly Parked
- Vehicle Overturned
- Vehicle Skidded

| Collision Type | 1966 | | | | 1967 | | | | 1968 | | | | | | | | Total | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Fatal | Non-fatal | Prop. Damage | Total | Fatal | Non-fatal | Prop Damage | Total | Fatal | Non-fatal | Prop Damage | Total | Fatal | Non-fatal | Prop. Damage | Total | Fatal | Non-fatal | Prop Damage | Total |
| Angle | | | | | | | | | | | | | | | | | | | | |
| Head-on | | | | | | | | | | | | | | | | | | | | |
| Rear-end | | | 1 | 1 | | 5 | | 5 | | | 2 | 2 | | | | | | 5 | 3 | 8 |
| Sideswipe | | | | | | | | | | 1 | | 1 | | | | | | 1 | | 1 |
| Turning Movement | | 1 | 1 | 2 | | | | | | | 2 | 2 | | | | | | 1 | 3 | 4 |
| Parking | | | | | | | | | | | | | | | | | | | | |
| Non-collision | | | | | | | | | | | | | | | | | | | | |
| Fixed Object | | | | | | | | | | | | | | | | | | | | |
| Pedestrian | | | | | | | | | | | | | | | | | | | | |
| Backing | | | | | | | | | | | | | | | | | | | | |
| Misc. | | | | | | | | | | | | | | | | | | | | |
| TOTAL | | 1 | 2 | 3 | | 5 | | 5 | | 1 | 4 | 5 | | | | | | 7 | 6 | 13 |

WEST HILLS MEMORIAL PARK

SYLVAN HILLS TRACTS

SEC 1
SEC 12

12 ℄
0°30' CL.

East Bound ℄
0°37'40" CL
Δ-5°00'
T-398.21
L-795.92

+50 Const. C. Inlet
Inst. 8" Dr. Pipe - 50'

ER 3262+95.92 PT

EB 3265+01.83 PC
LT 3265+00.00 POC

+50 Const. C. Inlet
Inst. 8" Dr. Pipe - 66'

3274+80 Const. Rd. Appr.
Inst. 12" Pipe 50'

R/W Line

Type "F" Curbs to be Constructed
In Place of Conc Median Strip

3274+80 Const. Rd.
Inst. 12" Pipe

N 77°33'40" E

R/W Line

3260 3265 3270 3275

110' 180' 110' 140' 60' 50'

FINAL SURVEY

3262+50 Const. Conc. C. Inlet
Inst. 8" Dr. Pipe - 50'
Str. Exc. 7 C.Y.

3267+50 Const. Conc. C. Inlet
Inst. 8" Dr. Pipe - 66'
Str. Exc. 9 C.Y.

3274+80 Const.
Inst. 12" Pipe
Str. Ex

Original Ground

Subgrade

-0.15C

690
680
670
660
650
640

Exc. 79
Emb. 5

Exc. 495
Emb. 322

Exc. 1
Emb. 22

Exc. 1
Emb. 6

Exc. 1663
Emb. 1440

Exc. 305

SOH 270

Exc. 2035

Exc. 1005

Quantities on Sheet 16

(To Sta 3223+10 - 3224)

LOH 1653 CY's Str. SOH 505 S.Y. Str.

Location "B"

| FED. ROAD Div. No. | STATE | PROJECT NUMBER | FISCAL YEAR | TOTAL SHEETS |
|---|---|---|---|---|
| 8 | OREGON | F-186(12) | | See Index |

W End Viaduct 3277+40
E End Viaduct 3279
L2 3280+10.40
L2 3282+60
S 0°-37'-30" E
a = 0.2°
87'
Taper 180
600'
WEST BOUND
EAST BOUND
N.69°-23'E
3305
275
110
180
100
160
190
3280
T.1 S., R.1 W., W.M. WASHINGTON CO.
T.1 S., R.1 E., W.M. MULTNOMAH CO.
SEC. 1
SEC. 6
END OF PROJECT
Sta. 3283+50
END OF CONTRACT
Sta 3286+00
See Sheet 15-A for Details
B.M.
El. 678.11
To enYoung 15" Line
3282+20
Const. Conc. Catch Inlet
Install 8" Drain Pipe-34'
Str. Exc. 5 C.Y.
+70
Const. Conc. Catch Inlet
Inst 8" Drain Pipe-64'
Const. Outlet D.Kb.-200'
Str. Exc. 9 C.Y.
Tr. Exc. 7.4 C.Y.
Conn. LI & RI
+ 6.44' on RI.
W. End Viaduct
3277+40.725
E End Viaduct
3279+27.725
present Pavt Grade
+5.00
500' VC
665.9'
690
680
670
660
650
640
Exc. 499
S O H 520 Ya Sta
Emb 432
Exc. 126
Emb. 159
Exc. 5663
Emb 4903
Emb 264
Exc. 19
Emb 15
Location 'A'
3280
3285

1980 Coos Bay-Roseburg Hwy. @ 9177
2nd St. Sec. in Coquille.
(Traffic signal installation)

Smead
No. 2-152-5L
LOS ANGELES
OH - McGREGOR, TX

September 11, 1981

United Pacific Insurance Company
Fidelity & Surety Department
P. O. Box 1216
Tacoma, WA 98401

CON 5
#9177

Gentlemen:

On July 17, 1981, we wrote to you concerning release of final payment on Contract No. 9177 awarded to Sims Electric, Inc. for traffic signal installation on the Coos Bay-Roseburg Highway at 2nd Street in Coquille, Coos County.

Final payment on this contract is $1,000 and the total contract amount is $42,171.80. No work was performed under force account.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

js
cc: Sims Electric, Inc.
721 S.E. Oak Avenue
Roseburg, OR 97470

bc: C. T. Keasey
Walt Hart
A. Shirley

REPORT OF ACTION UNDER DELEGATED AUTHORITY OF

ASSISTANT STATE HIGHWAY ENGINEER

On behalf of the Commission and under authority delegated to me to accept contracts completed according to specifications, I accepted the following:

| Contractor and Contract No. | Section and County | Acceptance Date |
|---|---|---|
| Sims Electric, Inc. No. 9177 | Coos Bay/Roseburg Hwy. @ 2nd St. (Coquille) Coos County | July 14, 1981 |
| Sims Electric, Inc. No. 9155 | Ore. Coast Hwy. @ 4th St. (Tillamook) Tillamook County | July 16, 1981 |
| Wildish-Corvallis Construction Co. No. 9040 | SPRR X'ing @ Granger Benton County | July 20, 1981 |
| Salem Road & Driveway Co. No. 9159 | 12th St.SE-Ewald Ave.SE (Salem) Marion County | July 31, 1981 |
| Riedel International No. 9107 | SPRR X'ing @ SE Lawnfield Rd. Clackamas County | August 3, 1981 |
| D Mc D Corp. No. 9256 | Enterprise Rock Production Wallowa County | August 3, 1981 |
| Rock Process, Inc. No. 9280 | Meacham Rock Production Umatilla & Union Counties | August 3, 1981 |
| Morse Bros. Contractors, Inc. No. 9002 | Siuslaw River-Walton Lane County | August 4, 1981 |
| Wisar Const. Co., Inc. No. 9057 | Little Butte Creek Bridge Jackson County | August 4, 1981 |
| Harry Claterbos Co. J.V. No. 8949 | S.Unit, Astoria-Camp Rilea Clatsop County | August 5, 1981 |
| R & R Excavating Co.,Inc. No. 9146 | NE 33rd Ave.@ NE Broadway & SE 139th Ave. @ SE Stark St. (Portland) Multnomah County | August 6, 1981 |

August 6, 1981

C. T. Keasey
Asst. State Highway Engineer

FORM 734-3001

# FIELD ENGINEER'S WEEKLY REPORT

OREGON STATE HIGHWAY DIVISION

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

| | | |
|---|---|---|
| SECTION: Coos Bay - Roseburg Hwy. at 2nd St. (Coquille) | | WEEK ENDING: March 21, 1981 |
| | | SECTION PREFIX: S-1144 |
| HIGHWAY: Coos Bay - Roseburg | | COUNTY: Coos |
| NAME OF JOB: Coos Bay - Roseburg Hwy. & 2nd St. | KIND OF WORK: Trafic Signal Installation | |
| CONTRACTOR: Sims Electric, Inc. | CONTRACT NUMBER: 9177 | FEDERAL AID PROJECT NUMBER: State |
| DATE OF CONTRACT: 8/19/80 | DATE WORK STARTED: January 5, 1981 | ESTIMATED COMPLETION DATE: March 18, 1981 |
| AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN 0 SUPERVISION: 1 | SPECIFIED WORK DAYS | WORK DAYS USED |
| | SPECIFIED CALENDAR DAYS 180 | CALENDAR DAYS USED 193 |
| PROJECT AUTHORIZATION: $53,609.05 | SPECIFIED COMPLETION DATE | PERCENT OF TIME ELAPSED: 107% |
| EXCLUSIVE OF ENGINEERING: $51,579.00 | ENGINEERING AUTHORIZATION $4,[illegible] | PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100% |
| ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $51,579.00 | This W. [illegible] $800.00 | PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 96% |
| ESTIMATED PERCENT: OVERRUN / UNDERRUN 0 % | ENGINEERING COST TO DATE $3,[illegible] | DATE PROJECT WAS COMPLETED: March 18, 1981 |
| | PERCENT OF AUTHORIZATION 75 % | |

## ESTIMATED PERCENT COMPLETE (ROADWORK)

| CLEARING | DRAINAGE | GRADING | BASE | OIL AND/OR PAVE. | MAT'L. PROD | | |
|---|---|---|---|---|---|---|---|
| | | | | | | | |

| | GRADING | SURFACING | MAINTENANCE MATERIALS | OIL & BITUMINOUS MACADAM | PAVING |
|---|---|---|---|---|---|
| MILES IN PROJECT | | | | | |
| MILES PARTIALLY COMPLETED | | | | | |
| MILES COMPLETED | | | | | |
| TOTAL ESTIMATED QUANTITIES (CONTRACT) | | | | | |
| TOTAL QUANTITIES CORRECTED TO DATE | | | | | |
| ESTIMATED QUANTITIES MOVED OR PLACED TO DATE | | | | | |
| AVERAGE DAILY QUANTITIES | | | | | |
| AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME | | | | | |
| NUMBER OF SHIFTS PER DAY | | | | | |
| HOURS PER SHIFT | | | | | |

EQUIPMENT USED DURING THE WEEK.

[illegible]

## ESTIMATED PERCENT COMPLETE (STRUCTURES)

| BRIDGE NO. | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| PERCENT | | | | | | | | |

| | WEATHER | WORK DAYS CHARGED | HOURS DELAY | CAUSE OF DELAY |
|---|---|---|---|---|
| SUNDAY 15 | Clear | 0 | | |
| MONDAY 16 | [illegible] | 0 | | |
| TUESDAY 17 | | | | |
| WEDNESDAY | [illegible] | | | [illegible] |
| THURSDAY | | | | |
| FRIDAY | | | | |
| SATURDAY | | | | |

K

RECEIVED
MAR 23 1981
CONSTRUCTION BRANCH

Kessey, Jackmond, Hopkins, Williams, Johnson, Glenn, Richards, Berg, Inlow, Widmer, Gebauer, Church

| GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK | |
|---|---|
| SUNDAY 15 | No work. |
| 16 MONDAY | No work. |
| 17 TUESDAY | No work. |
| 18 WEDNESDAY | Contractor's foreman set controller on base and hooked it up by 10 a.m. State electrical crew arrived 10:30 and installed controller equipment. Signal turned on about 12:30. |
| 19 THURSDAY | |
| 20 FRIDAY | |
| 21 SATURDAY | |

**REMARKS**

State sign crew installed pipe barriers on two crosswalks on Ped. Temp. signs and flags set out on three locations.

Factory rep. on job on Wed., Mid Coast, Salem electrical crew, Coos Bay electrical crew. Jim Dix visited project on Tue. Misc.

SIGNED Eugene H Clark LOCATION Coquille

PRIME RESIDENT SUBMIT 2 COPIES WHEN BRIDGES AND GRADING BOTH ARE INVOLVED SUBMIT 3 COPIES

SP*F216

35

# ENVIRONMENTAL REVIEW CHECKLIST

ALL CLEAR 7/11/80
Donald L Root

August 14, 1980 Bid Letting _____ All Clear Deadline

SECTION Coos Bay/Roseburg-Hwy. @ 2nd St. (Coquille)
Highway Coos Bay-Roseburg
County Coos Region 3
Type of Work 2 Ph Signal Funds State
State ___ Consultant ___ Plans Avail. ___Yes ___No

| | Not Required | Required | Mitigation Required | Mitigation/Plans | ALL CLEAR |
|---|---|---|---|---|---|
| **DOCUMENTS:** | | | | | |
| EIS | X | | | | |
| Negative Declaration | X | | | | |
| Project Assessment | X | | | | |
| Write-off Letter | X | | | | |
| **PERMITS:** | | | | | |
| Division of State Lands | X | | | | |
| D.O.G.M.I. | X | | | | |
| Corps of Engineers | X | | | | |
| Coast Guard | X | | | | |
| Co. Conditional Use | X | | | | |
| NPS Air Pollution | X | | | | |
| NPS Water Pollution | X | | | | |
| **CULTURAL:** | | | | | |
| Cultural Survey | X | | | | |
| Cultural Salvage | X | | | | |
| **NOISE:** | | | | | |
| Noise Study | X | | | | |

N/A No Fed Funds

(CBRC001)

Form E-39 (Rev. 9-71)

35

OREGON STATE HIGHWAY DIVISION

# AUTHORITY FOR SURVEY

Section Coos Bay/Roseburg Hwy @ 2nd Street (Coquille) Date November 9, 19 79

Highway Coos Bay - Roseburg #35 Authorization No. 1

County Coos #6 Survey Prefix 6-1455
(Assigned by Salem office)

Description of termini, route, length, etc.:

The intersection of the Coos Bay-Roseburg Highway with 2nd Street in Coquille. M.P. 11.7

RECEIVED
ROAD DESIGN SECTION

Purpose of survey:

To prepare plans, specifications and estimates for a signal installation.

Approved for PE Only -
STATE FUNDS

Estimate of cost:

| | | |
|---|---|---|
| Field | 901 | 2,000 |
| Fnl Design | 905 | 500 |
| Signing | 911 | 2,500 |
| Utility | 914 | 500 |
| Specifications | 921 | 750 |
| Administration | 922 | 50 |
| Environmental | 923 | 50 |

INSTRUCTIONS

Submit four copies to Salem. After approval by the Assistant State Highway Engineer, one copy will be sent to the Regional Engineer and one copy to the Resident Engineer.

**This form does not constitute authority for making survey until approved and returned.**

Submit separate order for each survey.

Total estimated cost of survey . . . . . $ 6,350

Previous authorization . . . . . .

Additional authorization requested . . . . . .

Additional authorization approved (Salem) . . . . . .

Total all authorizations approved (Salem) . . . . . .

Requests made by:

Field Engineer

Recommended for Approval:

Regional Engineer

Recommended for Approval:

Frank E. Perkins
Location Engineer

Approved:

Assistant State Highway Engineer

RECEIVED
NOV 15 1979
LOCATION SECTION

SP*23604-734

BEN GIFFORD

1980 North 11th St.-Wyeth St. 9178
St. Helens city streets.
(Grading, paving & signing)

Smead
No. 2-152-5L
... MINGS, MN - LOS ANGELES
... OH - McGREGOR, TX U.S.A.

CHA 7155 10-3-79

LHA 10,370 11-20-79

# HIGHWAY DIVISION
# INVOICE

| DATE | YOUR ORDER NUMBER | SEND REMITTANCE TO: | INVOICE NUMBER |
|---|---|---|---|
| 6-22-82 | | OREGON STATE HIGHWAY DIVISION<br>TRANSPORTATION BUILDING<br>SALEM, OREGON 97310 | 134573 |
| | | | BILLING REQ. NUMBER<br>CA 9998 |

CODE
STHELEN

CREDIT DISTRIBUTION

| | |
|---|---|
| 324.02 | 87.13 |
| 305-1094-296-00-000 | 87.13 |
| 305-1094-295-00-000 | (87.13). |

MR GEORGE SHELLEY CITY ADMIN
CITY OR ST HELENS
P O BOX 278
ST HELENS OR 97051

| DESCRIPTION | | | TOTAL PRICE |
|---|---|---|---|
| Final billing N 11th Street - Wyeth St Section West & 16th Streets | | | |
| Total Project Cost | 158,160.76 | | |
| Less Federal Funds | 139,455.06 | | |
| Less Non-participating P E Costs | 8.56 | | |
| | | $18,697.14 | |
| State Share 50% | 9,348.57 | | |
| City Share 50% + Non Participating Costs | 9,348.57 | | |
| | 8.56 | | $9,357.13 |
| City's Advance Deposit | 10,440.00 | | |
| Less A D Refunded 1/13/81 | 1,170.00 | | |
| Less Net Advance Deposit | | | 9,270.00 |
| BALANCE DUE FROM CITY | | | 87.13 |
| STHELEN 2717 | | | |
| 110.00 | | Final | |

734-1150 (6-81)

OREGON DEPARTMENT OF TRANSPORTATION — HIGHWAY DIVISION

# REQUEST FOR OUTSIDE BILLING
(OR ADVANCE DEPOSIT TRANSFER)

INVOICE NUMBER: 134573

| DATE | PURCHASE ORDER NUMBER | | PRIOR REQUEST NUMBER | BILLING REQUEST NUMBER |
|---|---|---|---|---|
| 6/21/82 | | ☐ PARTIAL ☒ FINAL | | CA 9998 |

**BILL TO:**

CODE: STHELEN

Mr. George Shelley, City Admin.
City of St. Helens
P.O. Box 278
St Helens, OR 97051

CREDIT DISTRIBUTION

324.02 1000.00
324.02 87.13

305-1094-296-00-000 87.13
305-1094-295-00-000 (87.13)

DESCRIPTION: (Describe the service rendered, location, etc. Refer to agreements, letters and orders by which payer authorized the service.)

TOTAL

Final billing N. 11th Street - Wyeth St. Section West & 16th Streets

| | | |
|---|---|---|
| Total Project Cost | | 158,160.76 |
| Less: Federal Funds | | 139,455.06 |
| Less: Non-participating P.E. costs | | 8.56 |
| | | 18,697.14 |
| State Share | 50% | 9,348.57 |
| City Share 50% + non participating costs | 9,348.57 + 8.56 | 9,357.13 |
| City's Advance Deposit | | 10,440.00 |
| Less AD Refunded 1/13/81 | | 1,170.00 |
| Net Advance Deposit | | 9,270.00 |
| Balance due from City | | 87.13 |

111.00
STHELEN 2717

| | | | |
|---|---|---|---|
| Advance Deposit Amount | $ 10,440.00 | AMOUNT DUE | $ 87.13 |
| REFUNDED Advance Deposit Previously | 1,170.00 | SUBMITTED BY | |
| Transferred to Highway Fund | $ 8,270.00 | J. Hensley | |
| Balance | $ 1,000.00 | APPROVED BY | |
| Transfer to Highway Fund | $ 1,000.00 | | |
| Refund Due | $ -0- | | |

734-1191 (3-81)

RECEIVED

JUN 10 1982

CONTRACT ACCOUNTING

OREGON STATE HIGHWAY DIVISION

**ITEMIZED STATEMENT OF FINAL COSTS** **DATE:** 6-10-82

**CITY** ST. HELENS **Contract No.** 9178 **Date Completed** 11-4-80

**PROJECT #** M-0000(15)(23) **Section** N. 11th St.-Wyeth St., West St. & N. 16th St.

**PAYMENTS TO CONTRACTOR**

| ITEM | | TOTAL COST |
|---|---|---|
| Preliminary Engineering | | $ 11,865.89 |
| Payment to Contractor | | 136,225.29 |
| SFO #1 Permanent Pavement Striping | | 320.26 |
| Construction Engineering | | 1,891.04 |
| Payment to Local Government | | 7,600.00 |
| Audit Expense | | 75.21 |
| Project Management | | 46.92 |
| Salem Lab | | 134.16 |
| Portland Lab | | 1.99 |
| TOTAL COST | | $158,160.76 |
| Less Federal Funds: | | |
| P.E. | $ 10,452.24 | |
| Construction | 129,002.82 | $139,455.06 |
| BALANCE | | $ 18,705.70 |
| Less Non-Participating P.E. Costs | | 8.56 |
| Amount to be Shared by State & City | | $ 18,697.14 |

STATE SHARE: 50% of $18,697.14 = $9,348.57

CITY SHARE: (50% of $18,697.14) + $8.56 = $9,357.13

| City's Advance Deposit: | | |
|---|---|---|
| Deposited 8-13-80 | $10,440 | |
| Less Partial Refund 1-13-81 | 1,170 | $9,270.00 |
| BALANCE DUE FROM CITY | | $ 87.13 |

**Reference: Billing Form**_____

**OREGON STATE HIGHWAY DIVISION**

# REQUEST FOR TRANSFER OF COST DISTRIBUTION

ORIGINATING SECTION OR CREW: Contract Accounting

DATE OF REQUEST: 6/21/82

NAME AND NUMBER OF ORIGINAL DOCUMENT (IF PAYROLL TRANSFER, INDICATE CREW NO.)

SEND ORIGINAL TO ACCOUNTING SECTION

DATE OF ORIGINAL TRANSACTION

VENDOR'S NAME

| REFERENCE | CHARGE | | | | | | | CREDIT | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| DATE, VOUCHER, DESCRIPTION & ETC. | PREFIX | FUNC | SUB FUNC | OBJECT | P/N GROUP | AMOUNT | | PREFIX | FUNC | SUB FUNC | OBJECT | P/N GROUP | AMOUNT | | CREW NO. |
| M0000(23) | 305-1094 | 295 | 00 | 000 | | 288 | 90 | 305-1094 | 296 | 00 | 000 | | 288 | 90 | |
| | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | |

(MEMORANDUM)

FORM APPROVED BY COMPTROLLER GENERAL, U.S. MAY 12, 1966

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

**VOUCHER FOR WORK PERFORMED UNDER PROVISIONS OF THE FEDERAL AID AND FEDERAL HIGHWAY ACTS, AS AMENDED**

STATE VOUCHER NO.

FHWA VOUCHER NO.

APPROPRIATION

FHWA SCHEDULE NO.

THE UNITED STATES, DR., TO *(Insert official or depositary named in project agreement)*
Treasurer of the State of Oregon

ADDRESS
Capitol Bldg.
Salem, OR 97310

PAID BY

*(For use of Paying Office)*

STATE
Oregon

VOUCHER TYPE *(Check Appropriate Block)*

☐ CURRENT BILLING

VOUCHER PERIOD
FROM 9/11/79
TO 7/29/80

☐ OTHER PROGRESS

☒ FINAL VOUCHER (*)

FEDERAL AID PROJECT NO.
M-0000(15)

*(*) Use Form FHWA-1447 for Final Voucher for a project constructed under certification acceptance or secondary road procedures (23 U.S.C. 117).*

| TOTAL ACTUAL COST | TOTAL PARTICIPATING COST | PRO-RATA OF PARTICIPATING COST CLAIMED FROM U.S. | TOTAL AMOUNT CLAIMED FROM U.S. | LESS PREVIOUS PAYMENTS | NET AMOUNT CLAIMED |
|---|---|---|---|---|---|
| $11,857.33 | $11,857.33 | 88.15% | $10,452.24 | $10,452.24 | $ 0.00 |

RECEIVED DIVISION OFFICE
BY Oregon DATE

DIVISION OFFICE REVIEW MADE
BY DATE 11/12/80

PASSED FOR PAYMENT
BY V.E. Skoog, Controller DATE

REMARKS

$ 0.00

FORM PR-20A
(Rev. 5-78)

PREVIOUS EDITIONS ARE OBSOLETE

STATEMENT OF COSTS INCURRED UNDER PROJECT AGREEMENT 305 1941

| ITEM NO. | ITEM | QUANTITY | UNIT | UNIT PRICE | AMOUNT | NOTATIONS (Payee must not use this column) |
|---|---|---|---|---|---|---|
| | N. 11th St.-Wyeth St. (St. Helens) Section City St. in Columbia County | | | | | |
| | Preliminary Engineering<br>Type Code P.E.<br>State | | All Required | | $11,857.33 | |
| | Total Participating Costs | | | | $11,857.33 | |
| | Prepared based on Participating Costs as shown on Federal Billing as of 10/30/80. | | | | | |

AMOUNT CARRIED FORWARD . . .

| | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| | | | TOT | P1 | | | | 3,847.21 | | 3,847.21 |
| | | | TOT | N1 | | | | | | |
| | | | ** JOB TOTALS ** | | | ** | | 1,580.76 | ** | 13,348.06 ** |
| 0016490000067081 CONT NO | | FA PROJ NOS | | M | 000015 100 | | | | | |
| 305 | 1941 | 296 | 00 | N 9 | | | | 1,926.28CR | | 10,452.24CR STATE |
| 305 | 1941 | 298 | 00 | N 9 | | | | 1,926.28 | | 10,452.24 |
| 305 | 1941 | 901 | 00 | P 1 | | | | 389.03 | | 749.15 |
| 305 | 1941 | 901 | 00 | N 1 | | 8.56 | | 8.56 | | 8.56 |
| 305 | 1941 | 904 | 00 | P 1 | | | | | | 8,100.00 |
| 305 | 1941 | 905 | 00 | P 1 | | | | 528.42 | | 1,062.95 |
| 305 | 1941 | 910 | 00 | P 1 | | | | 38.76 | | 353.72 |
| 305 | 1941 | 911 | 00 | P 1 | | | | | | 274.76 |
| 305 | 1941 | 914 | 00 | P 1 | | | | 10.50 | | 10.50 |
| 305 | 1941 | 918 | 00 | P 1 | | | | | | 20.82 |
| 305 | 1941 | 920 | 00 | P 1 | | | | 69.06 | | 83.13 |
| 305 | 1941 | 921 | 00 | P 1 | | | | 1,080.34 | | 1,080.34 |
| 305 | 1941 | 922 | 00 | P 1 | | | | 30.93 | | 34.98 |
| 305 | 1941 | 923 | 00 | P 1 | | | | | | 87.38 |



| DESCRIPTION OF JOB OR DEPARTMENT | PREFIX | FUNCTION | GR | CURRENT MONTH | | FISCAL YEAR TO DATE | | GRAND TOTAL TO DATE | |
|---|---|---|---|---|---|---|---|---|---|
| | | TOT P1 | | | | 2,147.04 | | 11,857.33 | |
| | | TOT N1 | | 8.56 | | 8.56 | | 8.56 | |
| | | ** JOB TOTALS ** | | 8.56 | ** | 2,155.60 | ** | 11,865.89 | ** |
| 0016490000063081 CONT NO | | FA PROJ NOS | | | | | | | |
| 305 | 1981 | 295 | 00 N 8 | | | | | | STATE |
| 305 | 1981 | 296 | 00 N 8 | | | | | 2,972.86 | |
| | | ** JOB TOTALS ** | | | ** | | ** | 2,972.86CR | ** |
| 0016490000063081 CONT NO | | FA PROJ NOS SRS 00S089 100 | | | | | | | |
| 306 | 1919 | 296 | 00 N 9 | | | | | | STATE |
| 306 | 1919 | 298 | 00 N 9 | | | | | 54.02CR | |
| 306 | 1919 | 905 | 00 P 1 | | | | | 54.02 | |
| | | TOT | P1 | | | | | 60.02 | |
| | | ** JOB TOTALS ** | | | ** | | ** | 60.02 | ** |
| 0016490000063081 CONT NO | | FA PROJ NOS SRS 00S086 100 | | | | | | | |
| 306 | 1920 | 295 | 00 N 9 | | | | | | STATE |
| 306 | 1920 | 296 | 00 N 9 | | | | | 16.91 | |
| 306 | 1920 | 298 | 00 N 9 | | | | | 169.10CR | |
| 306 | 1920 | 905 | 00 P 1 | | | | | 152.19 | |

| | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| | | | | TOT | P1 | | | 2,[illegible] | | [illegible] |
| | | | | TOT | N1 | | | 3,847 21 | | 3,847 21 |
| | | | | ** JOB TOTALS ** | | | ** | 1,580 76 | ** | 13,348 06 ** |
| 0016490000063081 CONT NO | | | FA PROJ NOS | | M | 000015 100 | | | | STATE |
| | 305 | 1941 | 296 | 00 | N 9 | | | 1,926.28CR | | 10,452.24CR |
| | 305 | 1941 | 298 | 00 | N 9 | | | 1,926.28 | | 10,452.24 |
| | 305 | 1941 | 901 | 00 | P 1 | | | 389.03 | | 749.15 |
| | 305 | 1941 | 901 | 00 | N 1 | 8.56 | | 8.56 | | 8.56 |
| | 305 | 1941 | 904 | 00 | P 1 | | | | | 8,100.00 |
| | 305 | 1941 | 905 | 00 | P 1 | | | 528.42 | | 1,062.95 |
| | 305 | 1941 | 910 | 00 | P 1 | | | 38.76 | | 353.[illegible] |
| | 305 | 1941 | 911 | 00 | P 1 | | | | | 274.76 |
| | 305 | 1941 | 914 | 00 | P 1 | | | 10.50 | | 10.50 |
| | 305 | 1941 | 918 | 00 | P 1 | | | | | 20.82 |
| | 305 | 1941 | 920 | 00 | P 1 | | | 69.06 | | 83.13 |
| | 305 | 1941 | 921 | 00 | P 1 | | | 1,080.34 | | 1,080.34 |
| | 305 | 1941 | 922 | 00 | P 1 | | | 30.93 | | 34.98 |
| | 305 | 1941 | 923 | 00 | P 1 | | | | | 87.38 |

TOTAL TO DATE JOB COST SUMMARY — JUNE 1981 — PAGE 776

| DESCRIPTION OF JOB OR DEPARTMENT | PREFIX | FUNCTION | GR | CURRENT MONTH | | FISCAL YEAR TO DATE | | GRAND TOTAL TO DATE | |
|---|---|---|---|---|---|---|---|---|---|
| | | TOT P1 | | | | 2,147.04 | | 11,857.33 | |
| | | TOT N1 | | 8.56 | | 8.56 | | 8.56 | |
| | | ** JOB TOTALS ** | | 8.56 | ** | 2,155.60 | ** | 11,865.89 | ** |
| 0016490000063081 CONT NO | | FA PROJ NOS | | | | | | | STATE |
| 305 | 1981 | 295 | 00 N 8 | | | | | 2,972.86 | |
| 305 | 1981 | 296 | 00 N 8 | | | | | 2,972.86CR | |
| | | ** JOB TOTALS ** | | | ** | | ** | | ** |
| 0016490000063081 CONT NO | | FA PROJ NOS SRS 00S089 100 | | | | | | | STATE |
| 306 | 1919 | 296 | 00 N 9 | | | | | 54.02CR | |
| 306 | 1919 | 298 | 00 N 9 | | | | | 54.02 | |
| 306 | 1919 | 905 | 00 P 1 | | | | | 60.02 | |
| | | TOT | P1 | | | | | 60.02 | |
| | | ** JOB TOTALS ** | | | ** | | ** | 60.02 | ** |
| 0016490000063081 CONT NO | | FA PROJ NOS SRS 00S086 100 | | | | | | | STATE |
| 306 | 1920 | 295 | 00 N 9 | | | | | 16.91 | |
| 306 | 1920 | 296 | 00 N 9 | | | | | 169.[illegible] | |
| 306 | 1920 | 298 | 00 N 9 | | | | | 152.[illegible] | |
| [illegible] | [illegible] | 905 | 00 P 1 | | | | | [illegible] | |

(MEMORANDUM) 305-1094

FORM APPROVED BY COMPTROLLER GENERAL, U.S. MAY 12, 1966

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

S1 : VOUCHER NO.

# VOUCHER FOR WORK PERFORMED UNDER PROVISIONS OF THE FEDERAL AID AND FEDERAL HIGHWAY ACTS, AS AMENDED

FHWA VOUCHER NO.

APPROPRIATION

FHWA SCHEDULE NO.

THE UNITED STATES, DR., TO *(Insert official or depositary named in project agreement)*

Treasurer of the State of Oregon

PAID BY

ADDRESS

Capitol Bldg.
Salem, OR 97310

*(For use of Paying Office)*

STATE

Oregon

VOUCHER TYPE *(Check Appropriate Block)*

☐ CURRENT BILLING

VOUCHER PERIOD — FROM 7/30/80 — TO 5/20/81

☐ OTHER PROGRESS

☒ FINAL VOUCHER (*)

FEDERAL AID PROJECT NO. M-0000(23)

*(*) Use Form FHWA-1447 for Final Voucher for a project constructed under certification acceptance or secondary road procedures (23 U.S.C. 117).*

| TOTAL ACTUAL COST | TOTAL PARTICIPATING COST | PRO-RATA OF PARTICIPATING COST CLAIMED FROM U.S. | TOTAL AMOUNT CLAIMED FROM U.S. | LESS PREVIOUS PAYMENTS | NET AMOUNT CLAIMED |
|---|---|---|---|---|---|
| $146,294.87 | $146,294.87 | 88.1% | $129,002.82 | $129,002.82 | $ 0.00 |

RECEIVED DIVISION OFFICE — BY — DATE

DIVISION OFFICE REVIEW MADE — BY — DATE

PASSED FOR PAYMENT — BY — DATE

REMARKS Oregon

2/17/82 V.E. Skoog, Controller

ST. HELENS
N. 11TH ST. – WYETH ST.

$ 0.00

FORM PR-20A
(Rev. 5-78)

PREVIOUS EDITIONS ARE OBSOLETE

STATEMENT OF COSTS INCURRED UNDER PROJECT AGREEMENT

| ITEM NO. | ITEM | QUANTITY | UNIT | UNIT PRICE | AMOUNT | NOTATIONS (Payee must not use this column) |
|---|---|---|---|---|---|---|
| | N. 11th St.-Wyeth St. (St. Helens) | | | | | |
| | City Street | | | | | |
| | Columbia County | | | | | |
| | Construction | | | | | |
| | Type Code 6201 | | | | | |
| | Roadway (Sta. 1+10 To Sta. 22+20) | | | | | |
| | Final Contract Payment Summary | | Lump Sum | | $136,225.29 | |
| SF0 | #1 Permanent Pavement Striping (State) | | All Required | | 320.26 | |
| | Total Participating Construction | | | | $136,545.55 | |
| | Construction Engineering | | | | | |
| | Whitely Jacobsen & Assocs. | | All Required | | $ 7,600.00 | |
| | State | | All Required | | 2,074.11 | |
| | Total Participating Construction Engineering | | | | $ 9,674.11 | |
| | Misc. Project Cost | | | | | |
| | Audit Expense | | All Required | | $ 75.21 | |
| | Total Participating Project Cost | | | | $146,294.87 | |
| | Prepared based on Participating Costs as shown on Federal Billing as of 2/18/82. | | | | | |

AMOUNT CARRIED FORWARD .

| PREFIX | GRP FL | FED AID PROJ APPR | AGREEMENT AMOUNT | TOTAL COSTS TO DATE | PARTIC. AMOUNT | % OF PARTIC. | FEDERAL SHARE | AMOUNT PREV. CLAIMED | ADJUSTMENT AND CODE | AMOUNT OF THIS VOUCHER |
|---|---|---|---|---|---|---|---|---|---|---|
| 303-1094 | 1# XI | -9653-004 APPR-823 | 38,524.71 | 45,348.81 | 45,323.19 | 85.00 | 38,524.71 | 38,524.71 | | |
| 305-1084 | 1# RRS | -6300-001 APPR-138 | 53,577.22 | 59,697.72 | 59,530.24 | 90.00 | 53,577.22 | 53,577.22 | | |
| 305-1091 | 1# SOS | -0504-001 APPR-680 | 54,407.19 | 64,346.06 | 63,433.82 | 85.77 | 54,407.19 | 54,407.19 | | |
| 305-1094 | 1* M | -0000-023 APPR-W32 | 129,002.82 | 146,294.87 | 146,294.87 | 88.18 | 129,002.82 | 129,002.82 | | |
| 306-1065 | 1* M | -2691-003 APPR-W32 | 323,274.99 | 371,127.21 | 366,608.06 | 88.18 | 323,274.99 | 323,274.99 | | |
| | 2* TQM | -2691-003 APPR-124 | 197,967.77 | 225,543.88 | 224,504.16 | 88.18 | 197,967.77 | 197,967.77 | | |
| 306-1065 | PREFIX TOTALS | | 521,242.76 | 596,671.09 | 591,112.22 | | 521,242.76 | 521,242.76 | | |
| 306-1066 | 1# TQM | -2641-001 APPR-124 | 231,631.80 | 262,931.22 | 262,680.65 | 88.18 | 231,631.80 | 231,631.80 | | |
| 306-1067 | 1# M | -2741-002 APPR-W32 | 99,769.63 | 113,218.28 | 113,143.15 | 88.18 | 99,769.63 | 99,769.63 | | |
| | 2# TQM | -2741-002 APPR-124 | 880.30 | 999.37 | 998.30 | 88.18 | 880.30 | 880.30 | | |
| 306-1067 | PREFIX TOTALS | | 100,649.93 | 114,217.65 | 114,141.45 | | 100,649.93 | 100,649.93 | | |
| 306-1068 | 1# PMS | -000S-096 APPR-140 | 33,684.45 | 34,100.18 | 33,684.45 | 100.00 | 33,684.45 | 33,684.45 | | |
| 309-1013 | 1 M | -3245-001 APPR-W32 | 140,285.00 | 139,768.22 | 138,439.99 | 88.10 | 121,965.63 | 121,965.63 | | |
| 309-1016 | 1 HES | -2103-003 APPR-141 | 43,326.82 | 53,984.49 | 48,140.91 | 90.00 | 43,326.82 | 43,326.82 | | |
| 309-1020 | 1 RRP | -000S-121 APPR-139 | 83,640.00 | 73,940.54 | 73,889.09 | 90.00 | 66,500.18 | 66,500.18 | | |
| 310-1003 | 1 RRP | -000S-017 APPR-139 | 63,504.00 | 30,270.79 | 30,270.79 | 90.00 | 27,243.71 | 27,243.71 | | |
| 310-1004 | 1 RRS | -3040-002 APPR-138 | 154,507.00 | 65,688.31 | 65,688.31 | 90.00 | 59,119.48 | 59,119.48 | | |
| 310-1090 | 1 SOS | -1002-001 APPR-680 | | 367.67 | 367.67 | 81.80 | 300.75 | | | 300.75 A |
| 310-1091 | 1 RRS | -000S-047 APPR-138 | 12,816.15 | 14,336.69 | 14,298.16 | 90.00 | 12,868.34 | 12,816.15 | | 52.19 B |
| | 2 RRO | -000S-047 APPR-685 | 69,117.85 | 70,828.63 | 70,828.63 | 90.00 | 63,745.77 | 63,745.77 | | |
| 310-1091 | PREFIX TOTALS | | 81,934.00 | 85,165.32 | 85,126.79 | | 76,614.11 | 76,561.92 | | 52.19 |
| 310-1095 | 1 MG | -3055-002 APPR-W33 | 44,330.00 | 2,872.43 | 2,859.56 | 100.00 | 2,859.56 | 2,859.56 | | |
| 310-1096 | 1 MG | -3120-001 APPR-W33 | 61,815.00 | 9,297.67 | 9,295.67 | 100.00 | 9,295.67 | 9,295.67 | | |
| 310-1098 | 1 SOS | -1004-001 APPR-680 | 49,090.00 | 45,971.55 | 45,643.74 | 88.15 | 40,234.96 | 40,234.96 | | |
| | 8 SOS | -1004-001 APPR-680 | 10,400.00 | 11,794.01 | 11,794.01 | 88.15 | 10,396.42 | 10,396.42 | | |
| 310-1098 | PREFIX TOTALS | | 59,490.00 | 57,765.56 | 57,437.75 | | 50,631.38 | 50,631.38 | | |

| | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| D ST-F ST SEC4THSTWEST (RAINE | CONT NO 8967 * FA PROJ NOS SOS 504061 100 | | | | | | | | | | | | | STATE | |
| | 305 | 1091 | 201 | 00 | P | 1 | | | | | | 55,521.76 | | 79 | 80 |
| | 305 | 1091 | 206 | 00 | N | 1 | | | | | | 258.54 | | 80 | 80 |
| | 305 | 1091 | 295 | 00 | N | 9 | | | | | | 6,700.00 | | 79 | 79 |
| | 305 | 1091 | 296 | 00 | N | 9 | | | 818.07CR | | | 61,107.19CR | | 79 | 81 |
| | 305 | 1091 | 298 | 00 | N | 9 | | | 818.07 | | | 54,407.19 | | 79 | 81 |
| | 305 | 1091 | 900 | 00 | P | 1 | | | 914.55 | | | 7,303.29 | | 79 | 81 |
| | 305 | 1091 | 900 | 00 | N | 1 | | | 626.98 | | | 626.98 | | 81 | 81 |
| | 305 | 1091 | 915 | 00 | P | 1 | | | | | | 569.53 | | 80 | 81 |
| | 305 | 1091 | 920 | 00 | P | 1 | | | 32.98 | | | 32.98 | | 81 | 81 |
| | 305 | 1091 | 948 | 00 | P | 1 | | | 6.26 | | | 6.26 | | 81 | 81 |
| | 305 | 1091 | 948 | 00 | N | 1 | | | 14.14 | | | 26.72 | | 81 | 81 |
| | | | TOT | P1 | | | | | 953.79 | | | 63,433.82 | | | |
| | | | TOT | N1 | | | | | 641.12 | | | 912.24 | | | |
| | | | ** JOB TOTALS ** | | | | ** | | 1,594.91 | ** | | 64,346.06 | ** | | |
| N 11TH ST-WYETH ST HELENS | CONT NO 9178 * FA PROJ NOS M 000023 100 | | | | | | | | | | | | | STATE | |
| | 305 | 1094 | 201 | 00 | P | 1 | Pay Cont. | | | | | 136,225.29 | | 80 | 81 |

TOTAL TO DATE JOB COST SUMMARY

FEBRUARY 1982 PAGE 173

| DESCRIPTION OF JOB OR DEPARTMENT | PREFIX | | FUNCTION | | | | | CURRENT MONTH | | FISCAL YEAR TO DATE | | GRAND TOTAL TO DATE | | ACTIVE YRS BEG | END |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | 305 | 1094 | 270 | 01 | P | 1 | SFO #1 | | | | | 320.26 | | 81 | 81 |
| | 305 | 1094 | 295 | 00 | N | 9 | Tr. City | | | | | 8,270.00 | | 81 | 81 |
| | 305 | 1094 | 296 | 00 | N | 9 | " St. | 43.89CR | | 310.29CR | | 137,272.82CR | | 80 | 82 |
| | 305 | 1094 | 298 | 00 | N | 9 | " Fed. | 43.89 | | 310.29 | | 129,002.82 | | 80 | 82 |
| | 305 | 1094 | 900 | 00 | P | 1 | Const. Engr. | | | | | 1,524.00 | | 80 | 81 |
| | 305 | 1094 | 903 | 00 | P | 1 | Pay Loc. Govt. | | | 137.38 | | 7,600.00 | | 80 | 81 |
| | 305 | 1094 | 915 | 00 | P | 1 | Audit | | | 75.21 | | 75.21 | | 81 | 81 |
| | 305 | 1094 | 920 | 00 | P | 1 | Proj. Manag. | | | | | 46.92 | | 80 | 80 |
| | 305 | 1094 | 940 | 00 | P | 1 | Salem Lab. | | | | | 134.16 | | 81 | 81 |
| | 305 | 1094 | 941 | 00 | P | 1 | Portland Lab. | | | | | 1.99 | | 81 | 81 |
| | 305 | 1094 | 945 | 00 | P | 1 | Const. Section | | | | | 359.96 | | 81 | 81 |
| | 305 | 1094 | 948 | 00 | P | 1 | Other Const. Engr. | | | 7.08 | | 7.08 | | 81 | 81 |
| | | | TOT | P1 | | | | | | 219.67 | | 146,294.87 | | | |
| | | | ** JOB TOTALS ** | | | | | ** | | 219.67 | ** | 146,294.87 | ** | | |

STATE COPY

cy: State (H S Coulter)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

# FINAL ACCEPTANCE REPORT

| REGION NO. | REPORT NO. | COUNTY | DIVISION |
|---|---|---|---|
| 10 | 2 | Columbia | Oregon |
| **DATE OF REPORT** | **REPORT MADE BY** | | **PROJECT NO.** |
| 5-1-81 | William C. Farr, FHWA Engineer Trainee | | M-0000(23) |
| **COMPLETION DATE** | **ACCEPTANCE DATE BY CONTRACT AGENCY** | **TIME ELAPSED** | **CONTRACT TIME** |
| 11-4-80 | 2-23-81 | 108 % | 60 |
| **APPROVED EXTENSIONS** | **LOCATION** | | |
| 4 C.D. | See below | | |

*The PR-47, Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds, has been submitted.

*A copy of the State's materials certificate is attached to the Division office copy of this report.
There is compliance with section 1.23 of the Regulations pertaining to encroachments on the right-of-way.

**REMARKS:** *The project has been completed in reasonably close conformity with the approved plans and specifications including authorized changes and extra work.*

N. 11th ST.-WYETH ST. (ST. HELENS)
CITY STREETS
Grading and Paving

The project provided for reconstruction of 2,100 feet of City streets including an A.C. surface. The contractor overran allowable time by a few days, however, an extension was granted due to some unforeseeable utility work.

The project appeared satisfactory and acceptance is recommended.

RECEIVED
STATE HWY ENGR
MAY 27'81
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

*NOTE: Not applicable for direct federal projects.

| ACCEPTANCE OF PROJECT IS RECOMMENDED | | ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION | |
|---|---|---|---|
| SIGNATURE Original Signed by T. P. LOWE T. P. Lowe | | SIGNATURE Original Signed by G. K. HOSSNER Field Operations Engineer G. K. Hossner | |
| TITLE Area Engineer | DATE 5-18-81 | TITLE Field Operations Engineer | DATE 5/26/81 |

FORM FHWA-1446 B (12-73) FORMERLY PR-33E

Previous Editions of PR-33E Will Not Be Used.

File

REPORT OF ACTION UNDER DELEGATED AUTHORITY BY

ASSISTANT STATE HIGHWAY ENGINEER

On behalf of the Commission and under authority delegated to me to accept contracts completed according to specifications, I accepted the following:

| Contractor and Contract No. | Section and County | Acceptance Date |
|---|---|---|
| Morse Bros., Inc. No. 9175 | Falls City (N. Main St.) Polk County | February 9, 1981 |
| R. A. Hatch Co. No. 8860 | Ross Island Br.-SE 50th St. (Portland) Multnomah County | February 9, 1981 |
| D Mc D Corporation No. 9174 | Heppner Rock Production Morrow County | February 9, 1981 |
| Aichele Landscaping & Ben Fox No. 8970 | N.E. Maywood Place Multnomah County | February 13, 1981 |
| R. L. Coats No. 9108 | Fremont Jct.-Hackett Dr. Deschutes & Klamath Co. | February 13, 1981 |
| Hamilton Electric,Inc. No. 8689 | Pac. Hwy. W @ 5th Ave. (Eugene) Lane County | February 17, 1981 |
| Ross Bros. Construction, Inc. No. 9125 | Big Butte Creek Bridge Jackson County | February 17, 1981 |
| A. K. Lundmark & Son, Inc. No. 9144 | Upper White River (Crossing Rd.) Bridge Wasco County | February 17, 1981 |
| R. L. Coats No. 9000 | Lava Butte Lookout-Sugar Pine Butte Rd. Deschutes County | February 17, 1981 |
| Eucon Corp. of Idaho No. 9012 | Pendleton-Adams Umatilla County | February 19, 1981 |

| Contractor and Contract No. | Section and County | Acceptance Date |
|---|---|---|
| Humphrey Const., Inc. No. 8710 | SE Stark/Wash. Intchge. (Wash. St. U'Xing.) Multnomah County | February 19, 1981 |
| C. H. Savage Co. No. 9150 | Columbia River (Astoria) Bridge Clatsop County | February 19, 1981 |
| Dirt & Aggregate Interchange No. 9178 | N. 11th St.-Wyeth St. (St. Helens) Columbia County | February 23, 1981 |
| Babler Bros., Inc. No. 9020 | Devine Summit-Burns Jct. & Burns-Burns Jct. Harney County | February 24, 1981 |
| Cascade Construction Co., Inc. No. 9161 | Arterial Street Overlay (Portland) Multnomah County | February 24, 1981 |
| Babler Bros., Inc. No. 9043 | Willamette Jct.-Chemult Klamath County | February 26, 1981 |
| Western Mixing Co.,Inc. No. 9045 | Grass Valley-Shaniko Sherman County | February 27, 1981 |
| F. Hodgson & Sons No. 9033 | Deadmans Pass Safety Rest Area Umatilla County | March 5, 1981 |
| Ontario Asphalt & Concrete Co. No. 9158 | NW Dorian Dr.-NW Verde Dr. (Ontario) Malheur County | March 5, 1981 |
| Johnson Rock Products, Inc. No. 9073 | Florida Ave.-Vermont Ave. (North Bend) Coos County | March 6, 1981 |
| Holst Construction Co. No. 9021 | Dexter Lake South Bridge & Willamette Hwy. @ Jasper/ Lowell Rd. Lane County | March 10, 1981 |
| Stukel Rock & Paving, Inc. No. 9110 | Fuego Rd.-Forge Rd. Klamath County | March 10, 1981 |

| Contractor and Contract No. | Section and County | Acceptance Date |
|---|---|---|
| Weaver Construction Co. No. 9081 | Port of Entry (Farewell Bend) Malheur County | March 11, 1981 |
| Nelson-Deppe, Inc. No. 9111 | Jackson Creek Road-Hot Springs Road Malheur County | March 12, 1981 |

March 12, 1981

C. T. Keasey
Asst. State Highway Engineer

9178

4.7

February 26, 1981

Fireman's Fund Insurance Company
Attention: Fidelity & Surety Dept.
121 S. W. Salmon Street
Suite 900
Portland, OR 97204

CON 5
#9178

Gentlemen:

Contract No. 9178 awarded to Dirt & Aggregate Interchange, Inc. for work on the North 11th Street-Wyeth Street Section of West Street and North 16th Street in St. Helens, Columbia County, was completed on December 12, 1980 and accepted by the State Highway Division on February 23, 1981.

The total contract amount is $136,225.29 and no work was performed under force account.

No claims for labor or material have been filed with us against the performance bond on this contract.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

jas
cc: Dirt & Aggregate Interchange, Inc.
2220 N. W. Burnside Road
Gresham, OR 97030

K. L. & K. Associates, Inc.
500 N. E. Multnomah St., Suite 1262
Portland, OR 97232

bc: C. T. Keasey
Walt Hart
V. E. Skoog Attn: Dick Hacek
E. L. Hardt

Form 734-1191 (Rev. 5/77)

**OREGON STATE HIGHWAY DIVISION**

# REQUEST FOR OUTSIDE BILLING

(OR ADVICE OF CASH TRANSACTION)

| DATE | BILLING REQ. NO. | YOUR ORDER NO. |
|---|---|---|
| 1-13-81 | 81-01 | |

CREDIT DISTRIBUTION: 305-1094-295 $9,270

**BILL TO:** Code:

Mr. George Shelley
City Administrator
City of St. Helens
P.O. Box 278
St. Helens, Oregon 97051

| DESCRIPTION: (Describe the service rendered, location, etc. Refer to agreements, letters and orders by which payer authorized the service.) | QUANTITY | UNIT PRICE | TOTAL PRICE |
|---|---|---|---|
| Refund of overpayment of Advance Deposit as requested by City of St. Helens 11-19-80.<br><br>N. 11th Street - Wyeth Street Section<br>West Street and N. 16th Street | | | |

| | |
|---|---|
| Advance Deposit Amount | $ 10,440 |
| Advance Deposit Previously Transferred to Highway Fund | $ - - - - |
| Balance | $ 10,440 |
| Transfer to Highway Fund | $ 9,270 |
| Refund Due | $ 1,170 |
| Partial or final request for billing | PARTIAL |
| Number of the previous request in connection with this service. | - - - - - - |

Amount Due . . . . . $

Submitted by:
Gary E. Zehner
Gary E. Zehner

Approved:
D. E. Swan

SP*35736-734

CE

9178

4.7

VICTOR ATIYEH
GOVERNOR

# Department of Transportation
## HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

December 10, 1980

In Reply Refer to
File No. CON 5 #9178

Dirt & Aggregate Interchange, Inc.
2220 N.W. Burnside Road
Gresham, OR 97030

Re: Time Extension Request
North 11th St.-Wyeth St.
Contract No. 9178

Gentlemen:

Your request for additional contract time in which to complete the above project has been carefully reviewed. A contract time extension of four calendar days is granted due to delays in utility relocation. This will eliminate all liquidated damages under this contract.

Sincerely,

C. T. Keasey
Assistant State Highway Engineer

By
O. B. Jackmond
O. B. Jackmond
Contract Administration Engineer

OBJ:fr

cc: H. S. Coulter
Ed Hardt
Paul Barnhart
Greg DiLoreto
Robert Church

RECEIVED
STATE HWY ENGR
DEC 11 '80
REFER TO
FOR
Info | Est | Rpt | Ck | Sign | Act | File

Note: This extension of time is FHWA nonparticipating.

Form 734-3122

# City of St. Helens

P. O. BOX 278
St. Helens, Oregon
97051

HA PDM PDE FFM SPC
ODOT - METRO

NOV 20 1980

BM PAR PPC FILE T/A

November 19, 1980

Mr. Jon Rose
Federal Aid Specialist
Department of Transportation
Highway Division
5821 N.E. Glisan
Portland, Oregon 97213

Re: West Street and 16th St. Project (11th to Wyeth)

Dear Jon:

Now that the above project is completed, we are asking that the City's share of the overage reimbursement be returned to the City of St. Helens.

Thank you for your assistance.

Very truly yours,

George E. Shelley
City Administrator

GES:rlm

| From Metro JON ROSE | Date 11/20/80 |
|---|---|
| To BUZ SWAN. | |
| (Program Mgmt.) Traffic Region 1 | |

Comments: The City deposited an advance before bids were opened and bids came in low. Please consider returning the excess deposit to the City as promptly as possible.

Jon Rose

cc: Jan Peterson

FORM E-1 (REV 12-64)

OREGON STATE HIGHWAY DEPARTMENT

# FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE DIVISIONS

SECTION: North West - District

WEEK ENDING: 11/8/80

SECTION PREFIX: E05-1094

HIGHWAY: [illegible]

COUNTY: Columbia

NAME OF JOB: North West - [illegible]

KIND OF WORK: [illegible]

CONTRACTOR: Dirt & Rigging Enterprises

CONTRACT NUMBER: 9[illegible]

FEDERAL-AID PROJECT NUMBER: M [illegible]

DATE OF CONTRACT: 9/2/80

DATE WORK STARTED: 9/10/80

ESTIMATED COMPLETION DATE:

AVERAGE FORCE ON PROJECT FOR THE WEEK
MEN 2 SUPERVISION

SPECIFIED WORK DAYS:

WORK DAYS USED:

SPECIFIED CALENDAR DAYS: 60

CALENDAR DAYS USED: 64

SPECIFIED COMPLETION DATE:

PERCENT OF TIME ELAPSED: 107%

PROJECT AUTHORIZATION: $157,416.23

EXCLUSIVE OF ENGINEERING: 144,933.93

ENGINEERING AUTHORIZATION: $12,482.30

PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 110%

ESTIMATED COST OF COMPLETED PROJECT EXCLUSIVE OF ENGINEERING: $137,112.04

ENGINEERING COST TO DATE: $[illegible]

PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 15%

ESTIMATED PERCENT ~~OVERRUN~~ UNDERRUN: 5%

PERCENT OF AUTHORIZATION: 62%

DATE PROJECT WAS COMPLETED: 11-4-80

## ESTIMATED PERCENT COMPLETE (ROADWORK)

| CLEARING | DRAINAGE | GRADING | BASE | OIL AND/OR PAVE | MAT. PROD. |
|---|---|---|---|---|---|
| 100% | 100% | 100% | 100% | [illegible] | [illegible] 100% |

| | GRADING | SURFACING | MAINTENANCE MATERIALS | OIL & BITUMINOUS MACADAM | PAVING |
|---|---|---|---|---|---|
| MILES IN PROJECT | 0.40 | 0.4 | | | 0.4 |
| MILES PARTIALLY COMPLETED | | | | | |
| MILES COMPLETED | 0.4 | 0.4 | | | 0.4 |
| TOTAL ESTIMATED QUANTITIES (CONTRACT) | 1[illegible] | [illegible] | | | |
| TOTAL QUANTITIES CORRECTED TO DATE | 1272 | [illegible] | | | 1052 |
| ESTIMATED QUANTITIES MOVED OR PLACED TO DATE | 154 | [illegible] | | | 1520 |
| AVERAGE DAILY QUANTITIES | | | | | 152 |
| AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME | | | | | |
| NUMBER OF SHIFTS PER DAY | | | | | |
| HOURS PER SHIFT | | | | | |
| EQUIPMENT USED DURING THE WEEK | | | | | |

## ESTIMATED PERCENT COMPLETE (STRUCTURES)

| BRIDGE NO | | | | |
|---|---|---|---|---|
| PERCENT | | | | |

| | WEATHER | WORK DAYS CHARGED | HOURS DELAY | CAUSE OF DELAY |
|---|---|---|---|---|
| SUNDAY | | | | |
| MONDAY | [illegible] | 1 | | |
| TUESDAY | [illegible] | 1 | | |
| WEDNESDAY | | | | |
| THURSDAY | | | | |
| FRIDAY | | | | |
| SATURDAY | | | | |

## GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

| | |
|---|---|
| SUNDAY | |
| MONDAY | Contractor continued signing work |
| TUESDAY | Contractor finished placement ... |
| WEDNESDAY | F... Inspector |
| THURSDAY | |
| FRIDAY | |
| SATURDAY | |

## REMARKS

SIGNED _____ LOCATION Helena

PRIME RESIDENT SUBMIT 2 COPIES WHEN BRIDGES AND GRADING BOTH ARE INVOLVED SUBMIT 4 COPIES

U. S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

**LETTER OF APPROVAL AND/OR AUTHORIZATION**

FEDERAL AID PROJECT NO.
M-0000(23)

STATE PROJECT NO.
See below

FROM:
G. L. Green, Division Administrator
FHWA - Oregon Division

PROGRAM NO.

ITEM NO.
90292

COUNTY NAME
Columbia

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

TO:

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

RECEIVED
STATE HWY ENGR
NOV 17 '80
REFER TO
Machring
FOR

11-17 only

| DATE PS&E APPROVED | DATE AUTHORIZATION EFFECTIVE | FEDERAL ROUTE NUMBER |
|---|---|---|
| 7/30/80 | 7/30/80 | FAU 6330 and 6225 |
| | | STATE ROUTE NUMBER: City Streets |

GENERAL LOCATION:

North 11th Street - Wyeth Street (St. Helens) Section

GENERAL DESCRIPTION OF WORK:

Consultant Agreement

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY

☐ PRELIMINARY ENGINEERING FOR SURVEY AND PLAN PREPARATION

☐ ACQUISITION OF RIGHT-OF-WAY

☐ CONSTRUCTION - ADVERTISE FOR RECEIPT OF BIDS

☒ OTHER (Specify) See below
Consultant agreement PE phase M-0000(15)
Construction Engineering M-0000(23)

☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

Based on the justification and reasons contained in Mr. Swan's letter of 10/31/80 I approve the use of Whitely, Jacobsen and Associates, Consultant (Agreement approved under PE phase Project M-0000(15) to perform construction engineering on the subject project. As per approved agreement reimbursement will be on an actual cost basis at a TEC of $7,600 which includes a net fee of $940. You are authorized to proceed with the necessary work. (This authorization does not require additional obligation of funds.)

| DATE | SIGNATURE OF APPROVING OFFICIAL | TITLE |
|---|---|---|
| 11/6/80 | [signature] | for Division Administration |

FORM PR-1240 (REV. 6-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1978—631-855

VICTOR ATIYEH
GOVERNOR

# *Department of Transportation*
## HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:

PRO 6

October 31, 1980

TO: G. L. Green, Division Administrator
Federal Highway Administration

FROM: D. E. Swan
Operation Programming Engineer

SUBJECT: Project No. M-0000(23)
N. 11th St.-Wyeth St. (St. Helens) Section
Columbia County

I hereby request your concurrence that construction engineering work by the consultant firm of Whiteley, Jacobsen and Associates is a participating cost on the project from the P.S.&E. approval date of July 30, 1980.

The consultant agreement was approved by your office on December 6, 1979 under project M-0000(15) at which time authorization was given for the preliminary engineering portion of the work; however, when authorization to advertise for bids for construction under the subject project we inadvertently overlooked requesting authorization for the consultant engineer to proceed with the construction engineering portion under the agreement.

CL:bke

cc: R. Hacek
G. Zehner

Form 734-3122

176

OMB No. 04-R2089

| TO BE COMPLETED BY FHWA | U. S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION | State |
|---|---|---|
| MONTHLY TRANSACTION NO. | | Oregon |
| | FEDERAL-AID PROJECT AGREEMENT | County: Columbia |
| | | Project No.: M-0000(23) |

**The State, through its Highway Agency,** having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

N. 11th St. - Wyeth St. (St. Helens)

| PROJECT CLASSIFICATION OR PHASE OF WORK | EFFECTIVE DATE OF AUTHORIZATION | APPROXIMATE LENGTH *(Miles)* |
|---|---|---|
| HIGHWAY PLANNING AND RESEARCH (HP & R) | | |
| PRELIMINARY ENGINEERING | | |
| RIGHTS-OF-WAY | | |
| CONSTRUCTION | 7-30-80 | |
| OTHER *(Specify)* | | |

| ESTIMATED TOTAL COST OF PROJECT | FUNDS 88.15% PRO RATA FEDERAL FUNDS |
|---|---|
| $ 157,416.00 | $ 138,762.00 |

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
*(Official name of Highway Agency)*

By _____

Assistant State Highway Engineer
*(Title)*

~~By~~ For: H.S. Coulter

State Highway Engineer
*(Title)*

By _____

*(Title)*

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By _____
*(Division Administrator)*

For: G.L. Green

Date executed by Division Administrator 9-2-80

Form **PR-2** (Rev. 10-75) PREVIOUS EDITIONS ARE OBSOLETE

## AGREEMENT PROVISIONS

**1. RESPONSIBILITY FOR WORK**

a. Except for projects constructed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

b. With regard to projects performed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in accordance with the terms of its approved Certification, or exceptions thereto as may have been approved by the Federal Highway Administration.

**2. HIGHWAY PLANNING AND RESEARCH (HP&R) PROJECT.** The State highway agency will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

**3. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY.** In the event that actual construction of a road on this right-of-way is not undertaken by the close of the tenth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

**4. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES.** In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

**5. INTERSTATE SYSTEM PROJECT.** (a) The State highway agency will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway agency will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway agency will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

**6. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT.** (a) This project authorized pursuant to 23 U.S.C. 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway agency, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 U.S.C. 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

**7. STAGE CONSTRUCTION.** The State highway agency agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHTO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation..

**8. BOND ISSUE PROJECT.** Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 U.S.C. 122, for retiring maturities of the principal indebtednesss of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by 23 CFR Part 140, Subpart F, and Volume 1, Chapter 4, Section 8 of the Federal-Aid Highway Program Manual or the alternative State procedure set forth in the State's Certificate, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway agency for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

**9. SPECIAL HIGHWAY PLANNING AND RESEARCH PROJECT.** The State Highway agency hereby authorizes the Federal Highway Administration to charge the State's pro rata share of costs incurred against funds apportioned to the State under 23 U.S.C. 307 (c), as amended. In the event a project is financed with both Federal-aid funds and State matching funds, the State agrees to advance to The Federal Highway Administration the State matching funds for its share of the estimated cost. For a National Pooled Fund study, the State hereby assigns its responsibility for the work to the Federal Highway Administration. For an Intra-Regional Cooperative Study, the State hereby assigns its responsibility for the work to the lead State for the study.

**10. PARKING REGULATION AND TRAFFIC CONTROL.** The State highway agency will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the local unit of Government referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration, unless the State determines, and the Division Administrator concurs, that the local unit of Government has a functioning traffic engineering unit with the demonstrated ability to apply and maintain sound traffic operations and control.

Gen. File

Oregon State Highway Division
Salem, Oregon August 27, 1980

Federal Aid Project
No. M-0000(23)

N. 11th St.-Wyeth St. (St. Helens)
City Streets
Columbia County

PROJECT AGREEMENT ESTIMATE

Type Code 6201
Roadway (Sta. 1+10 to Sta. 22+20)

| | | | |
|---|---|---|---|
| Mobilization | | All Required | $ 5,000.00 |
| Temporary Protection and Direction of Traffic | | " " | 4,000.00 |
| Clearing and Grubbing | | " " | 5,000.00 |
| General Excavation | 500 CU. YD. | 6.50 | 3,250.00 |
| Rock Excavation | 1,200 CU. YD. | 30.00 | 36,000.00 |
| Trench Excavation | 12 CU. YD. | 20.00 | 240.00 |
| Aggregate Subbase | 870 CU. YD. | 12.65 | 11,005.50 |
| 3/4" - 0 Aggregate Base | 1,050 CU. YD. | 12.25 | 12,862.50 |
| Class "B" Asphalt Concrete | 1,650 Ton | 30.00 | 49,500.00 |
| 8-inch Culvert Pipe | 44 Lin. Ft. | 20.00 | 880.00 |
| Bedding Material | 7 CU. YD. | 20.00 | 140.00 |
| Concrete Inlets, Type G-1 | 2 Each | 425.00 | 850.00 |
| Concrete Driveways | 15 Sq. Yd. | 30.00 | 450.00 |
| Concrete Curbs | 650 Lin. Ft. | 5.00 | 3,250.00 |
| Extra For Asphalt Approaches | 3 Each | 175.00 | 525.00 |
| Adjusting Manholes | 4 Each | 100.00 | 400.00 |
| Adjusting Inlots | 1 Each | 150.00 | 150.00 |
| Adjusting Boxes | 4 Each | 50.00 | 200.00 |
| Adjusting Cleanouts | 1 Each | 100.00 | 100.00 |
| Wood Sign Posts | | All Required | 3,410.00 |
| Type "C" and "D" Signs In Place | 14 Sq. Ft. | 16.50 | 231.00 |
| Type "EE" Signs In Place | 6 Sq. Ft. | 19.80 | 118.80 |
| Type "T" Signs In Place | 12 Sq. Ft. | 27.50 | 330.00 |
| | | | $ 137,892.80 |

Anticipated Items

| | | |
|---|---|---|
| Permanent Pavement Striping | All Required | $ 800.00 |
| | SUBTOTAL | $ 138,692.80 |
| | ENGINEERING | 18,723.20 |
| | TOTAL | $ 157,416.00 |

| | |
|---|---|
| Length of Roadway ---------- | 0.340 mi. |
| Cost of Roadway per mile ------- | $462,988.23 |

| | |
|---|---|
| Federal Funds (88.15%)---------- | $138,762.00 |
| State Funds---------- | 9,327.00 |
| City Funds---------- | 9,327.00 |
| TOTAL COST | $157,416.00 |

| | |
|---|---|
| Group 1 | 100% |
| Contract No. | 9178 |
| Prefix | 305-1941 |
| Prefix | 305-1094 |

9172

August 14, 1980

CON 4

Mr. George E. Shelley
City Administrator
City of St. Helens
P.O. Box 278
St. Helens, Oregon 97051

Dear Mr. Shelley:

On August 14, 1980 a satisfactory bid was received from Dirt and Aggregate Interchange, Inc., 2220 N.W. Burnside, Gresham, Oregon 97030 for construction of the N. 11th Street - Wyeth Street Section of West Street and 16th Street. The City's share of the project based on the anticipated construction cost of their bid is as follows:

| | | |
|---|---|---|
| Bid Items | | $137,392.30 |
| Permanent Pavement Striping | | $ 300.00 |
| 4 1/2% Contingencies | | 6,241.13 |
| Construction Engineering - | Consultant | 7,600.00 |
| | State Monitor | 2,000.00 |
| ESTIMATED TOTAL COST | | $154,533.98 |
| City Share: | | |
| 6% of $154,533.98 = $9,272.04 or say | | $ 9,270.00 |
| City's Previous advance deposit | | $ 10,440.00 |
| OVER PAYMENT | | $ 1,170.00 |

This project will be awarded soon and the overpayment will be returned to the City now or after project is completed. Please advise as to your desires regarding the overpayment.

Very truly yours,

D. E. Swan
Operation Programming Engineer

GEZ:rf

bcc: Jon Rose, Metro
V. E. Skoog

V

U. S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

# LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO.
M[illegible]000(23)

STATE PROJECT NO.
See below

FROM:
G. L. Green, Division Administrator
Salem, Oregon

PROGRAM NO.

ITEM NO.
90292

COUNTY NAME
Columbia

PROGRAM STAGE (Check)
☐ 1. ☐ 2.

TO:

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

RECEIVED
STATE HWY ENGR
JUL 30 '80
REFER TO
Mechtenberg
FOR

7-30 Rec'd

| DATE PS&E APPROVED | DATE AUTHORIZATION EFFECTIVE | FEDERAL ROUTE NUMBER |
|---|---|---|
| 7-30-80 | 7-30-80 | FAU 6330 and 6225 |

STATE ROUTE NUMBER
City Streets

GENERAL LOCATION:
North 11th St. - Wyeth St. (St. Helens) Section

GENERAL DESCRIPTION OF WORK:
Grade, drain, high type pavement and signing

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY

☐ PRELIMINARY ENGINEERING FOR SURVEY AND PLAN PREPARATION

☐ ACQUISITION OF RIGHT-OF-WAY

☒ CONSTRUCTION - ADVERTISE FOR RECEIPT OF BIDS

☒ OTHER (Specify)
Permanent Pavement Striping SF $800

☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS
As requested in Mr. Swan's letter of 7-25-80 I concur that it is in the public interest to advertise the subject project for a period of two weeks.

After concurrence in award you are authorized to proceed with those items listed above as shown in your Estimate.

Mr. Swan's 7-25-80 request and certifying statements are accepted.

PS&E documents for the subject project have been reviewed and are approved at a total estimated cost of $178,315 - Federal Funds $157,183.

A signed copy of the Title sheet is returned herewith.

| DATE | SIGNATURE OF APPROVING OFFICIAL | TITLE |
|---|---|---|
| 7-30-80 | L. K. Hansen | for Division Administrator |

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-66) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1975 O-611-955

St Helens

# ENVIRONMENTAL REVIEW CHECKLIST

ALL CLEAR 7 23/80
Donald L Rowe

Aug
~~July 31~~, 1980 Bid Letting _____ All Clear Deadline

SECTION 11th Street-Wyeth (St. Helens)
Highway City Street
County Columbia County Region I
Type of Work _____ Funds _____
State ___ Consultant ___ Plans Avail. ___Yes ___No

| | Not Required | Required | Mitigation Required | Mitigation/Plans | ALL CLEAR |
|---|---|---|---|---|---|
| **DOCUMENTS:** | | | | | |
| EIS | X | | | | |
| Negative Declaration | X | | | | |
| Project Assessment | | X | | | |
| Write-off Letter | X | | | | |
| **PERMITS:** | | | | | |
| Division of State Lands | X | | | | |
| D.O.G.M.I. | X | | | | |
| Corps of Engineers | X | | | | |
| Coast Guard | X | | | | |
| Co. Conditional Use | X | | | | |
| NPS Air Pollution | X | | | | |
| NPS Water Pollution | X | | | | |
| **CULTURAL:** | | | | | |
| Cultural Survey | X | | | | X |
| Cultural Salvage | X | | | | |
| **NOISE:** | | | | | |
| Noise Study | N/A | | | | N/A |

wja ENGINEERING PLANNING

June 30, 1980

Department of Transportation
Transportation Building
Salem, Oregon 97310

Attn: Mr. Fred Erickson, Highway Division

Subject: N. 11th St. - Wyeth St. / St. Helens City Streets
(West St. - N. 16th) Columbia County

Dear Fred:

This is to confirm our conversation with Mr. Edwards of your office regarding the signing on the West St. Project. It is our understanding from Mr. Edwards that the State assumes responsibility for the signing of West St. As you know, we were concerned with the problem of inadequate stopping site distance in the area betweeen station 10 + 75 and station 15 + 00 and due to this consideration we placed a warning sign at station 15 + 00.

Since the State has removed this sign from the plans we feel that we are no longer responsible from the design liability standpoint with regards to the inadequate stopping site distance.

Sincerely,

Greg DiLoreto

GD/dd

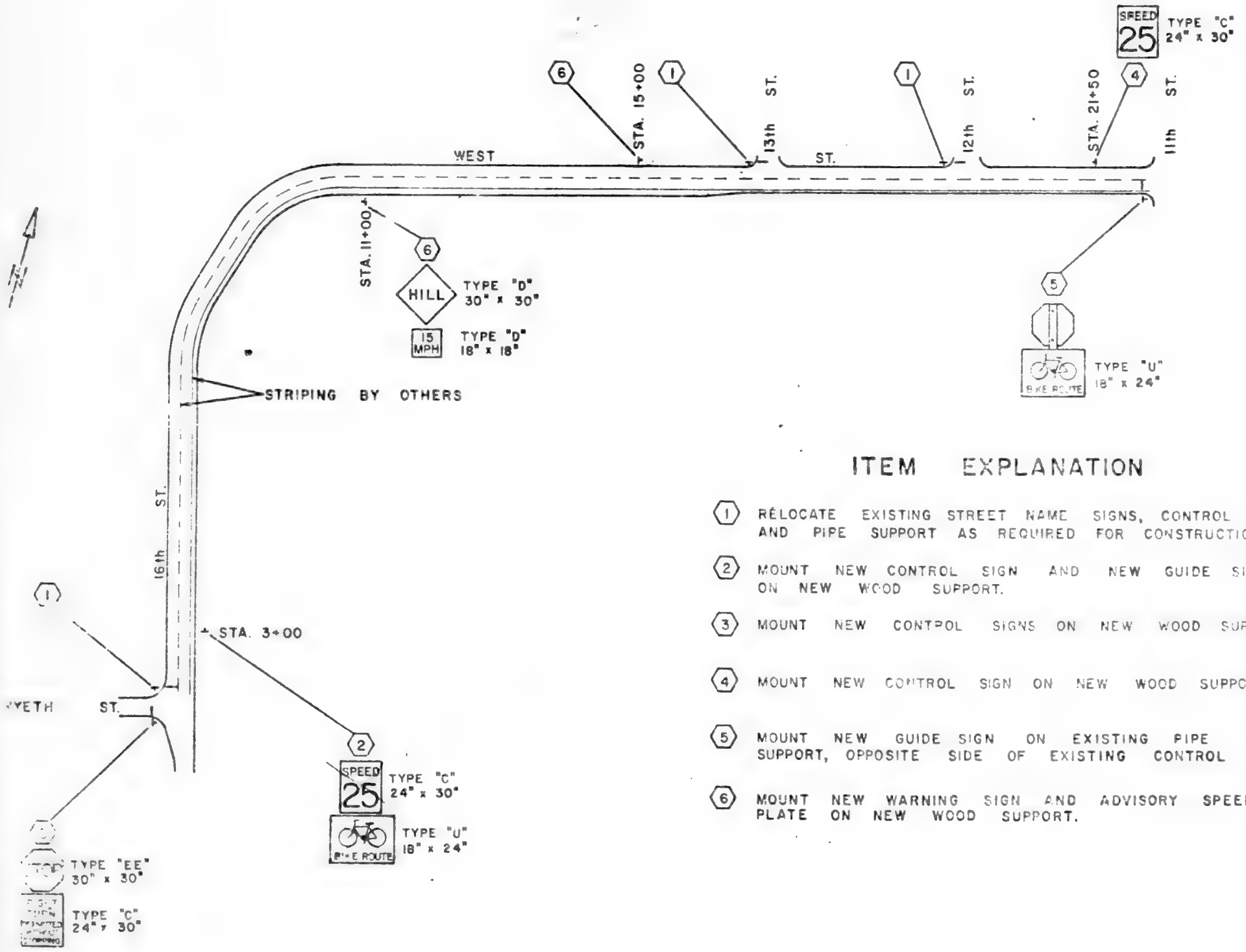
REFERRED TO
Stoudenmeyer
Watson
Leu
Dorn
File Copy Due
BY FINAL DESIGN ENGINEER

REFERRED TO
3 Beard 2 Stoudenmeyer
Cole Mann
1 Eriksen Watson
Hager Dorn Leu
Return Discuss Do File Copy Due
BY FINAL DESIGN ENGINEER

Versteeg
Sullivan
RECEIVED

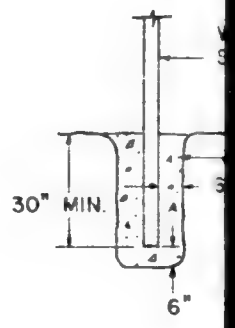
Copy to Traffic

WHITELEY JACOBSEN AND ASSOCIATES 8525 N LOMBARD, PORTLAND, OREGON 97203 (503) 286-8803




| (WEST COLUMBI |
|---|
| FED ROAD Div No |
| 10 |

PE




SIGN SUPPOR

N.T.

## ITEM EXPLANATION

(1) RELOCATE EXISTING STREET NAME SIGNS, CONTROL SIGN, AND PIPE SUPPORT AS REQUIRED FOR CONSTRUCTION.

(2) MOUNT NEW CONTROL SIGN AND NEW GUIDE SIGN ON NEW WOOD SUPPORT.

(3) MOUNT NEW CONTROL SIGNS ON NEW WOOD SUPPORT.

(4) MOUNT NEW CONTROL SIGN ON NEW WOOD SUPPORT.

(5) MOUNT NEW GUIDE SIGN ON EXISTING PIPE SUPPORT, OPPOSITE SIDE OF EXISTING CONTROL SIGN.

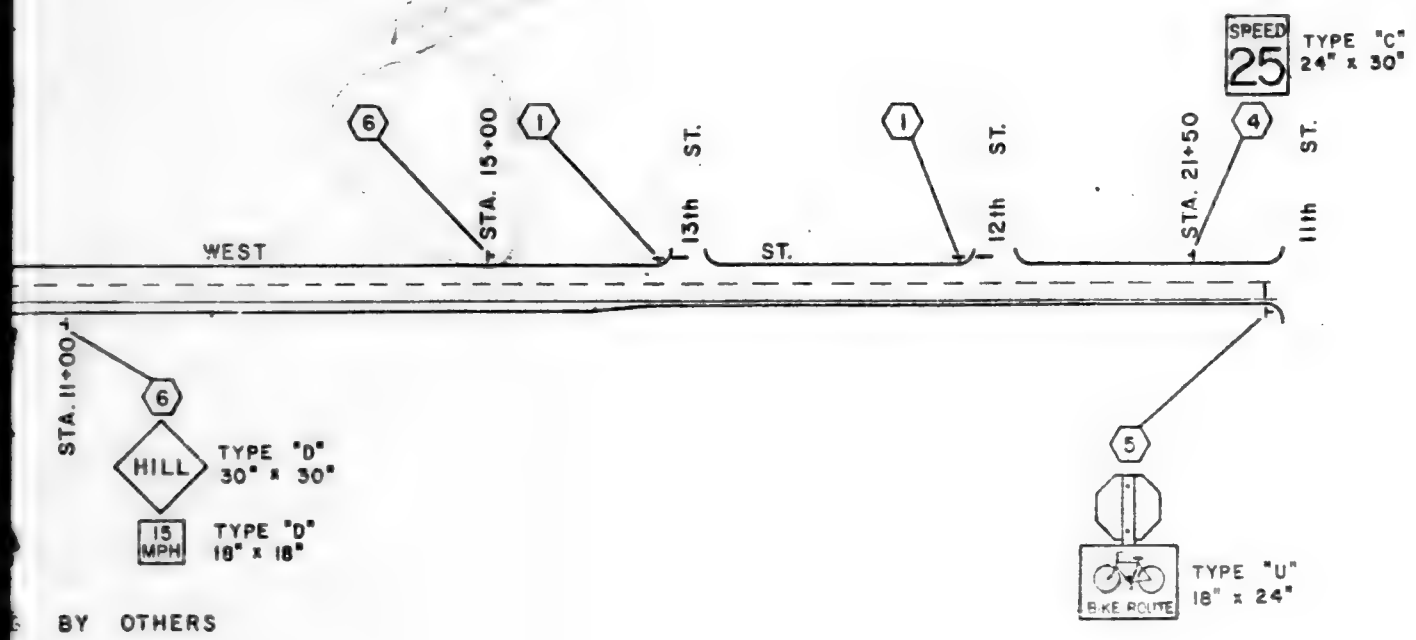
(6) MOUNT NEW WARNING SIGN AND ADVISORY SPEED PLATE ON NEW WOOD SUPPORT.

ST. HELENS CITY LIMITS
(WEST ST. – NORTH 16TH ST.)
COLUMBIA COUNTY

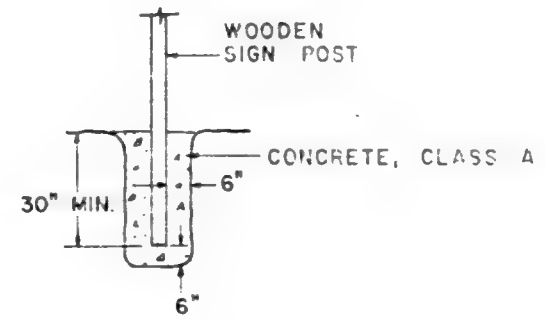
| FED. ROAD Div. No. | STATE | PROJECT NUMBER | FISCAL YEAR |
|---|---|---|---|
| 10 | OREGON | | |

# PERMANENT SIGNING

## SIGN PLANS




BY OTHERS




SIGN SUPPORT DETAIL
N.T.S.

## ITEM EXPLANATION

(1) RELOCATE EXISTING STREET NAME SIGNS, CONTROL SIGN, AND PIPE SUPPORT AS REQUIRED FOR CONSTRUCTION.

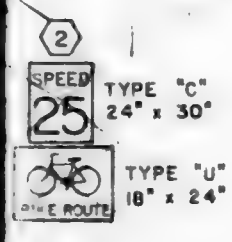
(2) MOUNT NEW CONTROL SIGN AND NEW GUIDE SIGN ON NEW WOOD SUPPORT.

(3) MOUNT NEW CONTROL SIGNS ON NEW WOOD SUPPORT.

(4) MOUNT NEW CONTROL SIGN ON NEW WOOD SUPPORT.

(5) MOUNT NEW GUIDE SIGN ON EXISTING PIPE SUPPORT, OPPOSITE SIDE OF EXISTING CONTROL SIGN.

(6) MOUNT NEW WARNING SIGN AND ADVISORY SPEED PLATE ON NEW WOOD SUPPORT.



July 3, 1980

CON 4

Mr. George E. Shelley
City Administrator
City of St. Helens
P.O. Box 278
St. Helens, Oregon 97051

Dear Mr. Shelley:

We have scheduled the N. 11th Street-Wyeth Street Section of West Street and N. 16th Street Urban project for bid letting on July 31, 1980. In order to allow the contractor sufficient time to complete the work in this construction season, we must award the contract as soon as possible after bid opening.

To expedite award of the contract, we propose to accept the City's Advance Deposit prior to bid opening, based on our engineer's estimate of project cost. The City's 6% share of the estimated total cost of $174,[illegible] is $10,[illegible]. If the low bid exceeds our engineer's estimate, we will request your approval prior to awarding the contract.

If the proposal is acceptable, please submit your advance deposit, prior to July 31, in accordance with the instructions for the option of your choice listed on the attached sheet.

Very truly yours,

[illegible]
L. E. Swan
Operation Programming Engineer

GEZ:pf
Attachment

bcc w/AD # 797: Jon Rose, Region 11 Federal Aid Engineer
Vern Skoog - Please return completed AD # 797 when check is received.

7-16-80

July 31 - [illegible] bid letting
[illegible]
[illegible]
letting [illegible]

OREGON STATE HIGHWAY DIVISION
117 DOT Building
Salem, Oregon 97310

Highway #705
Prefix: 305-1941

Attention: Right-of-Way Section 7-3-80

Subject: Federal Aid Project No. M-0000(15)
Project Name N. 11th St. - Wyeth St. (St. Helens)
West St. FAU-6330 & N. 16th St. FAU-6225

Regarding the above referred to federal aid project, we hereby certify that to the best of our knowledge and belief:

A. Existing Right-of-Way

☒ 1. All construction can be accomplished completely within the existing right-of-way. This existing right-of-way was acquired prior to January 2, 1971.

B. New Right-of-Way

☐ 1. This project required additional right-of-way purchased after January 2, 1971. Right-of-way, easements, or rights-of-entry required for this project have been secured in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, and all incidental charges related to the transfer of property will be paid by the county in accordance with said Act.

☐ a. There has been no displacement of persons from residences, farms or businesses.

OR

☐ b. There has been displacement of persons from either residences, farms or businesses and in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, displaced persons, businesses, or farm operations have been provided relocation payments, if eligible, and relocation assistance. Displaced individuals or families have been relocated to decent, safe and sanitary housing or have been offered decent, safe, sanitary and fair housing immediately available on the open market.

C. Utilities

☒ 1. The occupancy and/or adjustment of existing utilities within the right-of-way of the above referred to federal aid project have been authorized by permit, franchise, or other approved procedure.

Signed at St. Helens, Oregon, this 1st day of July, 1980

City
~~County~~ of ST HELENS

MAYOR ~~County Judge/Chairman~~

RECORDER Commissioner

Certified by:

Regional Right-of-Way Supervisor
Date 7/3/80

Commissioner

Instructions: Complete A or B and C.
R/W File No. _____
Rev. 1/76

Section N. 11th - W. Ash St. Progr. ming Estimate $ _____

Highway City Streets Project Length 0.40 mi

County Columbia 7-2-80 Completion Time 60 Cal. D.

Kind of Work Grading, Paving & Signing Est. Comp. Date _____

Prefix STP-1941 Letting Date ~~April 22, 1980~~ July 31 Project No. M-0000(23)

## ESTIMATED CONSTRUCTION AUTHORIZATION

Estimated Contract Amount . . . . . $ 156,306⁻

Anticipated Additional Items:

| | |
|---|---|
| Royalty Payment | |
| Permit Fees | |
| Slide Correction | |
| Railroad Protective Costs | |
| Other Railroad Costs | |
| Permanent Signing | |
| Permanent Pavement Striping | 800 |
| Temporary Pavement Striping | |
| Remove Pavement Striping (Exist. & Temp.) | |
| Temporary Erosion Control | |
| State Furnished _____ | |
| Roadside Seeding & Mulching | |
| Asphalt Cement Adjustment | |
| On the Job Trainees | |
| State Responsibility for Damages | |
| Signal Controller Testing (Engineering) | |
| Bikeway Signs | |
| Furnish Mailbox Posts | |
| Adjust Utilities: | |
| _____ | |
| _____ | |
| _____ | |
| _____ | |
| _____ | |

$ 800

Subtotal $ 157,106 00

Contingencies (4-1/2%) . . . . . 7,069 77

Engineering (8, 9, 10%) . . . . . 14,139 54

Subtotal $ 178,315 31

Credit for _____ _____

Estimated Net Authorization, Construction . . . . . $ 178,315 31

APPROVED

cc: Jon Kaino

Rec'd 7-2-80

_____

Road Design Engineer

GON STATE HIGHWAY DIVISION — Sheet 1 of 2

~~SUMMARY BID SCHEDULE~~ -COST ESTIMATE — Date 6-25-80

ection [illegible] — County Columbia

ind Of Work Preliminary Survey — Length 0.00 mi. — Name Galloway

6-30-80

| Item | Code | Unit | Quant. | Unit Cost | Total |
|---|---|---|---|---|---|
| Mobilization | | Lump Sum | All | (6%) | 8,850 |
| Temporary Protection And Direction Of Traffic | | Lump Sum | All | — | 4,200 |
| ROADWORK | | | | | |
| Clearing And Grubbing | | Lump Sum | All | — | 2000 00 |
| General Excavation | | Cu. Yd. | 500 | 10 00 | 5,000 |
| Rock Excavation | | Cu. Yd. | 1200 | 40 00 | 48,000 |
| Trench Excavation | | Cu. Yd. | 12 | 50 00 | 600 |
| Aggregate Subbase | | Cu. Yd. | 270 | 7 50 | 6,525 |
| 3/4"-0 Aggregate Base | | Cu. Yd. | 1050 | 12 00 | 12,600 |
| Class B 1/2" Asphaltic Concrete | | Ton | 1650 | 32 00 | 52,800 |
| Beach Outfall | | Lin. Ft. | 44 | 20 00 | 880 |
| Rip-Rap Material | | Cu. Yd. | 7 | 40 00 | 280 |
| Concrete Cattle Guard G-1 | | Each | 2 | 500 00 | 1,000 |
| Concrete Driveway | | Sq. Yd. | 15 | 54 00 | 810 |
| Curb | | Lin. Ft. | 650 | 6 50 | 4,225 |
| Adjust To Asphaltic Surface | | Each | 3 | 300 00 | 900 |
| Adjusting Manhole | | Each | 4 | 350 00 | 1,400 |
| Adjusting Inlet | | Each | 1 | 100 00 | 100 |
| Adjusting Valve | | Each | 2 | 120 00 | 480 |
| Adjusting Cleanout | | Each | 1 | 250 00 | 250 |

OREGON STATE HIGHWAY DIVISION
SUMMARY--BID SCHEDULE--COST ESTIMATE

Sheet 2 of 2
Date 6-1-58 D
County Columbia
Name Calloway

Section N. 11th St - Wyeth St.
Kind Of Work Grading, Paving & Signing Length 0.4 mi

| No | Item | Code | Unit | Quant. | Unit Cost | Total |
|---|---|---|---|---|---|---|
| | SIGNING | | | | | |
| 26 | Wood Sign Posts | | Lump Sum | All | — | 5000 00 |
| 1 | Type "C" and "D" Signs In Place | | Sq. Ft. | 14 | 11 00 | 154 00 |
| | Type "EE" Signs In Place | | Sq. Ft. | 6 | 14 00 | 84 00 |
| | Type "T" Signs In Place | | Sq. Ft. | 12 | 14 00 | 168 00 |
| | | | | | | 156,306 |

LOC 3

STATE OF OREGON
Highway - Traffic 378-6537

INTEROFFICE MEMO

TO: H. J. Versteeg
Road Design Engineer

DATE: June 26, 1980

FROM: L. E. George
Traffic Engineer

SUBJECT: Bikeway
N. 11th Street - Wyeth Street (St. Helens) Section
FAUS 6330 (West Street) and FAUS 6225 (N. 16th Street)
Columbia County

This office has reviewed the proposed bikeway for the subject section.

We do not approve of constructing a four-foot wide bike lane on this project, particularly between parking areas and travel lanes. The Commission does not permit four-foot bikeways unless the facility is approved by the Bikeway and Traffic Engineers. Our decision was based on the following:

1. The very steep grade on the project;
2. The narrow lanes on a portion of the project;
3. The sharp curves without super; and,
4. The steep 2:1 slopes adjacent to the bike lane.

This office recommends the project be striped with wide lanes and have the bike riders flow with the traffic.

L. E. George
Traffic Engineer

ELS:jrb

cc: E. S. Hunter
Frank Terpin
Don Shaffer
E. L. Hardt

REFERRED TO

Beard Stoudenmeyer
Cole Mann
Eriksen Watson
Hager Dorn Leu
Return Discuss Do File Copy Due
BY FINAL DESIGN ENGINEER

Contains Recycled Materials
81-125-1387

SP*75683.125

Form FHWA 121 (6/79)

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

THE OREGON DIVISION - Salem
UNITED STATES GOVERNMENT

# memorandum

Subject: Oregon Project M-0000(15)
N. 11th St.-Wyeth St. (St. Helens)
West Street and N. 16th Street
Columbia County

Date: June 25, 1980

From: G. L. Green, Division Administrator

Reply to Attn. of: HFO.1-OR

To: Mr. H. S. Coulter, State Highway Engineer, ODOT

For the reasons outlined in Mr. Christensen's June 12, 1980, letter, the minor deviations from the minimum AASHTO design standards are considered to be in the public interest and are approved as requested.

G. K. Hoesmer
for G. L. Green

cc:
OSHD (D O Christensen)

| INDEX OF SHEETS | |
|---|---|
| SHEET NO. | DESCRIPTION |
| 1 | TITLE SHEET |
| 2 | TYPICAL SECTIONS, SUMMARY & DETAILS |
| 3 | PLAN & PROFILE |
| 4 | PLAN & PROFILE |
| 5 | SIGNING SHEET |
| 6 | SELECTED CROSS SECTIONS |
| 7 | SELECTED DRIVEWAY CROSS SECTIONS |
| | |

41-80

STATE OF OR

# STATE HIGHWAY

PLANS FOR PROPOSED

STREET IMPROVEM

GRADING, PAVING &

NORTH 11TH ST. –

ST. HELENS CITY

(WEST ST., FAUS6330 – NORTH

COLUMBIA COU

Dr'g No's

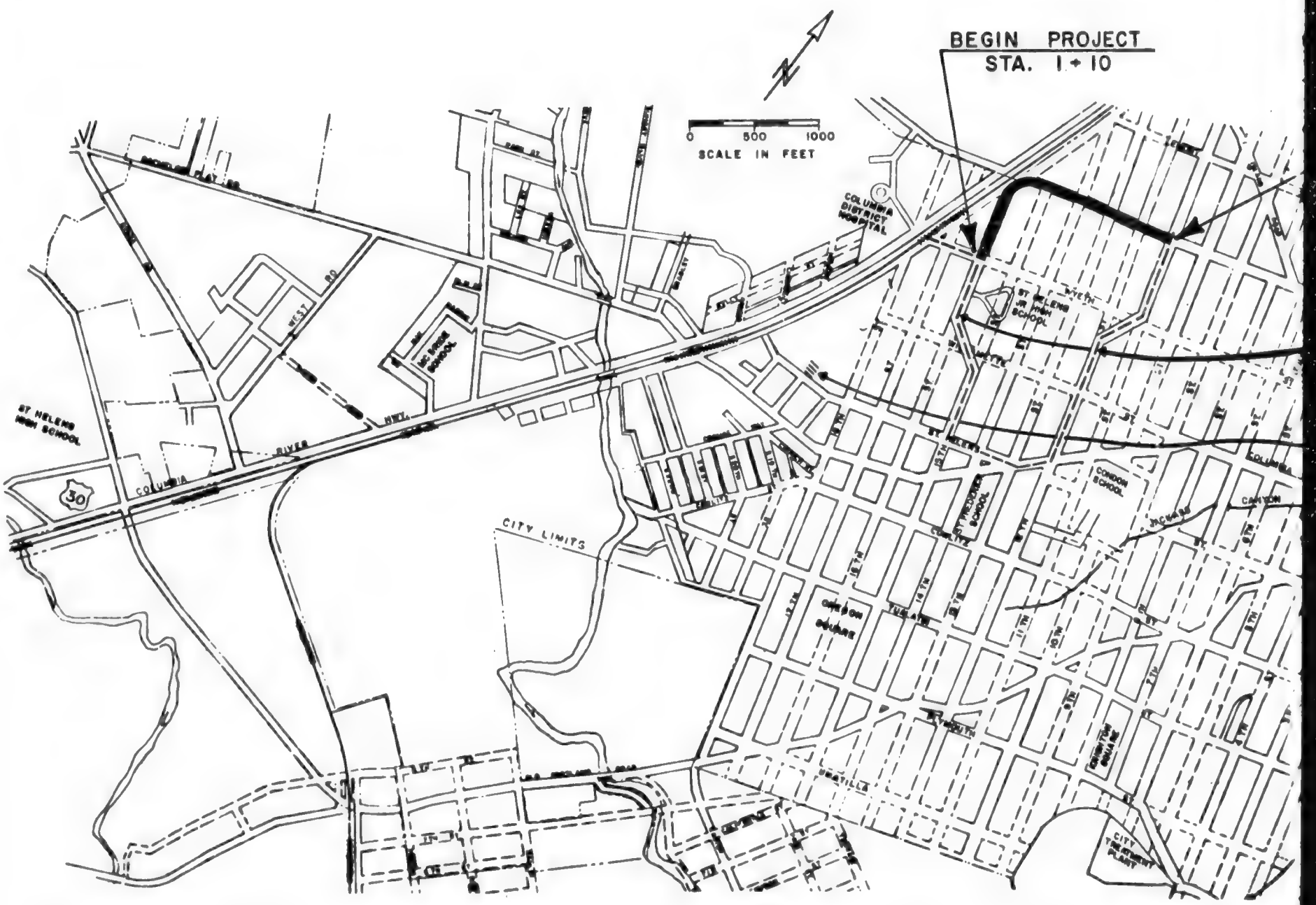
S-1, S-12, 2126C, 2200 } Temporary Protection & Direction of Traffic

S-5, S-16 Permanent Signing

2105 Concrete Inlets

2077 Curbs, Islands & Driveways

*Temporary Protection & Direction Of Traffic To Be Included In Special Provisions.*



OVERALL LENGTH OF PROJECT 0.40 MILE

| NORTH 11TH ST. – WYETH ST. ST. HELENS CITY STREETS (WEST ST. – NORTH 16TH ST.) COLUMBIA COUNTY | | | | SHEET No. 1 |
|---|---|---|---|---|
| FED. ROAD Div. No. | STATE | PROJECT NUMBER | FISCAL YEAR | TOTAL SHEETS See Index |
| 10 | OREGON | | | |

FAUS

E OF OREGON

GHWAY DIVISION

R PROPOSED PROJECT

REET IMPROVEMENT

, PAVING & SIGNING

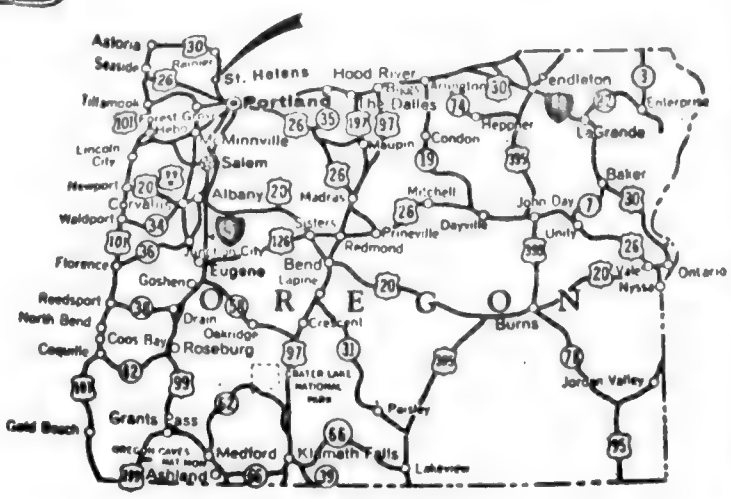
TH ST. – WYETH ST.

NS CITY STREETS

– NORTH 16TH ST., FAUS6225)

MBIA COUNTY

PRELIMINARY COPY
JUN 16 1980
SUBJECT TO CHANGE
FINAL DESIGN UNIT




END PROJECT
STA. 22+20

APPROVED
CITY OF St. Helens
BY MAYOR Rod Nordstrom
BY RECORDER Gerry Ehrbar
DATE June 24, 1980

PRELIMINARY COPY
SUBJECT TO CHANGE

OREGON TRANSPORTATION COMMISSION

| | |
|---|---|
| Anthony Yturri | CHAIRMAN |
| Michael P. Hollern | VICE CHAIRMAN |
| Gordon Coleman | COMMISSIONER |
| Peter J. Brix | COMMISSIONER |
| Tom Walsh | COMMISSIONER |
| Fred B. Klaboe | DIRECTOR OF TRANSPORTATION |

PLANS PREPARED FOR
CITY OF ST. HELENS

wja

WHITELEY JACOBSEN AND ASSOCIATES
ENGINEERING PLANNING
8525 N LOMBARD PORTLAND ORE 97203 (503) 286-8803

REGISTERED PROFESSIONAL ENGINEER 8015 OREGON APRIL 19 1974 DEANE HERGESHEIMER

PLANS AND SPECIFICATIONS
APPROVED BY:
Nat Waldron Dept. 4-24-80
TITLE DATE

OREGON DEPARTMENT OF TRANSPORTATION
CONCURRENCE

TECHNICAL SERVICES ENGINEER DATE

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

APPROVED:

DISTRICT ENGINEER DATE

VICTOR ATIYEH
GOVERNOR

# *Department of Transportation*
## HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:
PRO 6

June 23, 1980

TO: G. L. Green, Division Administrator
Federal Highway Administration
Original Signed By
D. E. Swan

FROM: D. E. Swan
Operation Programming Engineer

SUBJECT: Project Data Submission
Item No. 90292
Project No. M-0000(23)
N. 11th St.-Wyeth St. (St. Helens) Section
Columbia County

Attach support data consists of PR-1 form with project maps.

It is the Oregon State Highway Division's present intention to receive bids for this project on July 31, 1980.

Funds for this project are available from release in obligation by final voucher submissions or other actions.

DRH:bke
Attachments

cc: R.N. Bothman (Metro)
M.J. Klotz (Metro)
Jon Rose (Metro)
E.L. Hardt (Region 1)
G. Zehner w/att.

N

Form 734-3122

Budget Bureau No. 41-R20

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO W. O.

FORM PR-1 (REV. 4-61)

6-23-80

# FEDERAL-AID PROGRAM DATA

*(PPM 21-1)*

| CARD | REPORT NUMBER (19)(20) | PROJECT LOCATION *(45 typewriter spaces)* 21 55 | | PRESENT | FUTURE (66) | YEAR (70)(71)(72) | REGION | STATE NAME |
|---|---|---|---|---|---|---|---|---|
| 2 | | City Sts., W. St. & N. 16th St. (St. Helens) | ADT | | | | 10 | Oregon |

| CARD | CHARACTER OF PROPOSED WORK *(35 typewriter spaces)* 28 62 | NATL. FOREST (63)(65) | FH ROUTE NO. (66)(68) | SUPV AGCY (69) | DA CLASSIF. (70) | DA AREA (71) | EMERG. YR. (72)(73) | PL. AUTH YR (74)(75) | PROJECT NUMBER PREFIX LETTER(S) 14 29 | NUMBER 7 |
|---|---|---|---|---|---|---|---|---|---|---|
| 3 | Gr., Dr., H-T Pavement & Sign | | | | | | | | M- | 0000 |

| CARD | CLASS OF FEDERAL FUNDS | COUNTY NAME |
|---|---|---|
| | Urban System | Columbia |

| NAME OF URBAN AREA 17-31 | ROUTE NO. | FEDERAL-AID | STATE (32) | U.S. (36)(37) |
|---|---|---|---|---|
| St. Helens | U | 6330/6225 | City Sts. | ---- |

| CARD 5 | LINE NO. (14-15) | CHANGE CODE (16) | PROJECT CODE 41 | WORK CLASS 42 | WORK TYPE 43 46 | STEP 53 | TERMINI *(Full description)* | MILES (54)(58) | ESTIMATED PROJECT COST BY PHASES: TOTAL ESTIMATED COST (59)(66) | FEDERAL FUNDS (67)(78) 88.15 | STATE FUNDS | OTHER FUNDS (City) |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | | | | | | | | | | | | |
| 5 | | | | | PE | | | | | | | |
| 5 | | | | | ROW | | | | | | | |
| 5 | | | | | CONST (CODE) 6201 | | "N. 11th St.-Wyeth St. (St. Helens) Section." | 0.40 | 180,000 | 158,670 | 10,665 | 10,665 |
| | | | | | | | | 0.40 | 180,000 | 158,670 | 10,665 | 10,665 |

| CARD 1 | CODE 1 | PREPARED BY | PROJECT TOTALS |
|---|---|---|---|
| | | DRH | |
| 1 | 14 | PROGRAM APPROVAL DATES 9-10-79 10-4-79 | (16) (23)(24) (33) REMARKS |

Additional Data: Item No. 902
M-0000(15).

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

FORM PR-1 (REV. 4-81)

6-23-80

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

# FEDERAL-AID PROGRAM DATA

*(PPM 21-1)*

| LOCATION (45 typewriter spaces) | | PRESENT | FUTURE YEAR | REGION | STATE NAME | STATE CODE | APPN CODE | ITEM NO. |
|---|---|---|---|---|---|---|---|---|
| Sts., W. St. & N. 16th St. (St. Helens) | ADT | | | 10 | Oregon | 41 | W32 | 90292 |

| WORK (35 typewriter) | NATL. FOREST | FH ROUTE NO. | SUPV AGCY | DA CLASSIF. | DA AREA | EMERG. YR. | PL. AUTH YR | PROJECT NUMBER PREFIX LETTER(S) | NUMBER | SEQ. NO. | I. Projects Only POST MI. DESIG. |
|---|---|---|---|---|---|---|---|---|---|---|---|
| ent & Sign | | | | | | | | M- | 0000 | (23) | |

Urban System

St. Helens

COUNTY NAME: Columbia — CORE 009

ROUTE NO. U — FEDERAL-AID 6330/6225 — STATE City Sts. — U.S. ---- — PROGRAM STAGE ____ 1 OR ____ 2

| WORK TYPE | STEP | TERMINI (Full description) | MILES | TOTAL ESTIMATED COST | FEDERAL FUNDS 88.15 | STATE FUNDS | OTHER FUNDS (City) | CHARACTER OF PROPOSED WORK (Full description) |
|---|---|---|---|---|---|---|---|---|
| | | | | | | | | |
| W | | | | | | | | |
| ST | | "N. 11th St.-Wyeth St. (St. Helens) Section." | 0.40 | 180,000 | 158,670 | 10,665 | 10,665 | |
| | | PROJECT TOTALS | 0.40 | 180,000 | 158,670 | 10,665 | 10,665 | |

DRH

AL DATES: 9-10-79; 10-4-79

REMARKS

Additional Data: Item No. 90292; Project No. M-0000(15).

-over-

USCOMM DUSCOMM-DC 46905-P61

N. 11th St.-Wyeth St. (St. Helens) Section
Project No. M-0000(23)

Remarks Cont'd-

Project Data: Work consists of grade, drain, high-type pavement to provide the following:

N. 16th St. (FAU 6225) --- Two 12-ft. travel lanes with 8-ft. paved shoulders.

West St. (FAU 6330)(West end) --- Two 12-ft. travel lanes with 8-ft. paved shoulders.
(Middle) --- Two 12-ft. travel lanes with 8-ft. paved shoulders and curb on northside.
(East end) --- Two 11-ft. travel lanes with 8-ft. paved shoulder and curb on northside of roadway and 6-ft. paved shoulder on southside.

Note: 1) This project is in Congressional District No. 1.
2) Included in FY '80 AP in Preliminary 6 Yr. HIP on page 107.

VICTOR ATIYEH
GOVERNOR

# *Oregon State Highway Division*

TRANSPORTATION BUILDING, SALEM, OREGON 97310

June 12, 1980

DES 16-1

RECEIVED
STATE HWY ENGR
JUN 13 '80
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

Mr. Glen L. Green
Division Administrator
Federal Highway Administration
The Equitable Center, Suite 100
530 Center Street, N.E.
Salem, OR 97301

Attn. Glenn K. Hossner

Gentlemen:

N. 11th Street-Wyeth Street (St. Helens)
FAU 6330/6225
West Street and N. 16th Street
Columbia County

Reference is made to my June 3 letter submitting documentation from Mr. Gregg DiLoreto, Project Engineer for Whitely Jacobsen and Associates, for several features in the plans that are below minimum AASHTO standards.

We have reviewed the items contained in his letter and recommend approval (except for the bikeway width of six feet, which is under review by Mr. Don Shaffer) based on a finding that it is in the public interest and that to provide for minimum AASHTO standards would not be cost effective.

We are submitting this letter to you as documentation as requested in your February 16, 1978 letter entitled "Exceptions to Minimum Design Criteria, Non-Interstate Federal-Aid Projects for Pavement Resurfacing".

Very truly yours,

J. H. Versteeg
Road Design Engineer

By ORIGINAL SIGNED
DUANE O. CHRISTENSEN
Duane O. Christensen
Final Design Engineer

DOC:ja

bc H. S. Coulter
E. S. Hunter
D. H. Moehring
D. R. Adams
Fred Eriksen
Frank Terpin

7941

wja ENGINEERING PLANNING

June 6, 1980

TO: Duane Christensen
Final Design Engineer

FROM: Greg DiLoreto G.D.
Whiteley-Jacobsen & Associates

RE: N. 11th Street -- Wyeth Street Section
St. Helens City Streets
(West Street, FAUS 6330-N. 16th Street, FAUS 6225)
Columbia County

The following changes or corrections were made to the plans as per your instructions in the letter to Curtis Duval of June 2, 1980.

1. As per our telephone conversation of June 5, 1980 we are leaving the typical sections as were submitted, however we will show the 3" - 0" aggregate subbase which we called for to be used in fill sections.

2. Our reason for the six foot bicycle route is explained in the letter to E.J. which you received May 28, 1980. Due to physical restrictions we cannot build an eight foot bikeway over the entire job. We also wish to provide for parking on the North side of the street.

   If we construct a six or eight foot bicycle path on both sides of the street, then we would no longer, due to physical restrictions, have room for a parking st[illegible]p. We feel that the number of bicycles using this path is not sufficient to warrant a path on both sides of the street.

3. As per our phone conversation of June 5, 1980.

4. Corrected

5. Letter to E.J. Dunn. We have also included warning signs for the hill. These signs were not shown in our original submittals. In our quantities we need to add "Type "D" Signs in Place" "Unit" Sq. Ft. "Quant." 17. This revision is shown on Sheet 5.

REFERRED TO
Beard Stoudenmeyer
Cole Mann
Eriksen Watson
Hager Dorn Leu
Return Discuss Do File Copy Due
BY FINAL DESIGN ENGINEER
Please make a preliminary [illegible]

Versteeg
Anderson
Christ[illegible]
Olson
Sullivan
Terpin
Trout
Wakerlig

RECEIVED
JUN 1 1980
ROAD DESIGN SECTION

Do Not File
Return To
Bring Up / /
Action

6. No change.

7. Due to the problem of solid rock, and the fact that there are driveways at both the beginning of the hill section (Sta 12+75) and the end of the hill (Sta 15+00) we feel that the profile shown provides the best fit possible to make all the driveways involved in this section accessible.

8. We have no problems with the other types of pipe suggested.

We hope that this explains our reasoning for the above questions. We are still anticipating a first of July bid date so that construction could begin in early August.

We appreciate your time in this matter and should you have any questions, please call.

GD/dd

VICTOR ATIYEH
GOVERNOR

# *Department of Transportation*
## HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

June 3, 1980

In Reply Refer to
File No.:

Glen L. Green
Division Administrator
Federal Highway Administration
The Equitable Center, Suite 100
530 Center Street NE
Salem, Oregon 97310

NOTED
E. S. HUNTER

Attention: Glenn K. Hossner

Gentlemen:

Re: N. 11th St.-Wyeth St. (St. Helens)
FAU 6330/6225
West Street & N. 16th Street
Columbia County

Attached is a letter from Mr. Greg DiLoreto, Project Engineer for Whiteley Jacobsen and Associates, who have prepared the plans for the subject project. This letter documents those items which are below minimum AASHTO standards.

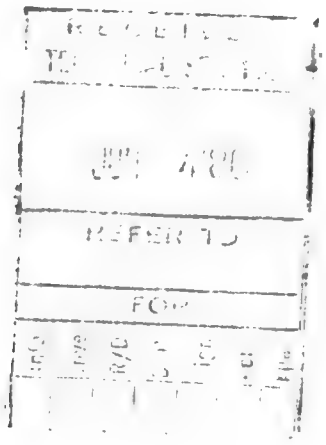
We have reviewed the subject plans and are returning them to the consultant for minor revisions. Upon receipt of the corrected plans back in our office, we will supply your office with a set for your review.

Very truly yours,

Duane O. Christensen

Duane O. Christensen
Final Design Engineer

DOC:ab
cc: E. S. Hunter
D. H. Moehring
Max Klotz
E. J. Dunn,
F. Eriksen, w/attach.
J. Sullivan
F. Terpin, w/attach.



wja ENGINEERING PLANNING

May 23, 1980

Department of Transportation
Highway Division
5821 N.E. Glisan Street
Portland, Oregon 97213

Attn: E.J. DUNN

Re: St. Helens, Oregon City Streets -- (West Street FAUS 6330, North 16th Street FAUS 6225)

Dear E.J.:

The verticle curve between stations 10+75 and 14+00 does not meet recommended AASHTO safe stopping sight distances. To design such a curve would require extreme cuts in solid rock and would then render the driveways at stations 13+25, 13+75, and 14+50 nearly inaccessible due to very steep (< 25%) approaches.

The six foot bikelane shown between stations 16 + 50 and 22 + 20 is the result of a distance between the sidewalk on the north side of the street and a drainage ditch on the south side, of 36 feet. An eight foot bikelane would not fit within the allowable area; and still provide for an eight foot parking lane and (2) eleven foot travel lanes.

Should you have any questions regarding this matter please call.

Sincerely,

Greg DiLoreto
Project Engineer

GD/dd

RECEIVED
ROAD DESIGN

St Helens

ROAD DESIGN SECTION

DES 16-1

Curtis Duval
Metro Location Engineer

June 2, 1980

ORIGINAL SIGNED
DUANE O. CHRISTENSEN
Duane O. Christensen
Final Design Engineer

N. 11th Street-Wyeth Street Section
St. Helens City Streets
(West Street, FAUS 6330-N. 16th Street, FAUS 6225)
Columbia County

We have reviewed the consultant's plans for the project and are returning the original Mylars, 1 set of full-size prints and the quantity computations. Our comments and suggestions for bringing the project into conformance with Federal-Aid requirements are in red pencil on the prints.

1. The base design developed by the consultant will not meet requirements for Federal-Aid participation. The 3 inches of asphalt concrete and 3 inches of aggregate base is adequate when added to the existing surfacing, or when the subgrade is in the rock cut. When the grade requires excavation of the existing surface to apply the 6-inch thickness, then 6 inches of aggregate subbase material are required. The present gravel surface (according to field measurements by the Soils Section) varies in width from 24 feet to 42 feet. The new subgrade width is 42 feet part way and 36 feet the remainder. Widened areas will require 6 inches of aggregate subbase material.

The base design required for Federal-Aid participation is:

NEW WORK

| Actual Thickness | | CREDIT |
|---|---|---|
| 1.5" | Asphalt Concrete (Future Final Stage) | 3.0" |
| 3.0" | Asphalt Concrete (Class "B") | 6.0" |
| 3.0" | Aggregate Base (3/4"-0") | 3.0" |
| 6.0" | Aggregate Subbase | 5.0" |
| 13.5" | | 17.0" |

OVER EXISTING ROADWAY OR IN SOLID ROCK CUTS

| Actual Thickness | | CREDIT |
|---|---|---|
| 1.5" | Asphalt Concrete (Future Final Stage) | 3.0" |
| 3.0" | Asphalt Concrete (Class "B") | 6.0" |
| 3.0" | Aggregate Base (3/4"-0") | 3.0" |
| 7.5" | | 12.0" |

The cross-sections do not show excavation for 6 inches of subbase material to widen the existing gravel surface. One copy of the existing gravel surfacing width is attached.

2. The typical sections should show the travel lane and shoulder (bikeway) widths. The Type "C" Curb (Modified) should have the base width and perhaps the face batter shown. Don Shaffer, Bicycle Route Engineer, has indicated the 8-foot and 6-foot right shoulder width for a two-way bikeway is not satisfactory. He said one-way on each shoulder with widths of 4 feet to 6 feet are needed to be effective. Don indicated he would like to discuss the bikeway design with you, the City and the consultant.

3. The "Trench Detail" should show 6 inches of aggregate subbase in the trench and variable over the existing gravel surface.

4. On Sheets 3 and 4 notations in red pencil are suggested. We don't usually show scales due to half-size printing for contract plans. The construction centerline is shown on Sheet 3, but not on Sheet 4.

5. The design speed proposed for the completed project is 25 MPH. The curves at Stations 8 and 10 are to be crowned, which gives about a 17 MPH speed. The vertical curves at Stations 13+50 and 14+50 are good for about 17 MPH. The 15.67% grade is steeper than Federal guidelines.

These substandard elements need to be documented as exceptions to standards by letter to the Federal Highway Administration. This letter was received from E. J. Dunn May 28, 1980 and will be forwarded by us to FHWA.

6. Sheet 6 has cross-sections covering part of the job; those for Stations 14+61 to 22+20 are missing. We do not usually include these in the plans but its O.K. Cross-sections 13+59 and 13+96 show broken back-cut slopes that are not shown on the typical section.

7. Sheet 7 shows cross-sections at two driveways with proposed grades of 15.5% and 17.44%. Our standards say the algebraic grade difference should not exceed 12. These will be 18 and 19.9 and we believe could result in problems with passenger vehicles high-centering and rear overhang dragging.

8. Plan calls for 8-inch aluminum helical CMP exclusively. Unless there is a good reason, annular aluminum should be allowed and galvanized iron or steel annular or helical 16 gauge with Type "A" coating or aluminized iron or steel pipe should be allowed.

DOC:ja

Enc.

cc Fred Eriksen

April 25, 1980

REPORT ON SURVEY
North 11th St. - Wyeth St.
St. Helens City Streets
Columbia County

Prefix: 305-1941

The purpose of this survey is to prepare plans, specifications and cost estimate for upgrading existing city streets within the City of St. Helens.

The PE was performed by the consulting firm; Whitely, Jackson, and Associates. This firm will also do the construction engineering. The engineering is being done via agreement. This office is working in the capacity of project monitor.

The southerly terminus (Station 1+10) is at the intersection of Wyeth and 16th Street. The northerly terminus (Station 22+20) is at the intersection of West and 11th Streets. Overall length is 2110 feet.

The consultant computes the project costs to be $166,185. In addition to this monetary amount, striping is to be added, which will include bikepath legends. Estimated costs $1,500. Two areas are substandard to minimum specifications. No. 1-the two vertical curves between Stations 10+75 and 15+00 are below standards for sight distance. Due to adjacent driveway and other conflicts it is not feasible to obtain minimum standards.

The second item is the bikepath between Stations 16+50 and 22+20 will be only six feet in width. This narrow bikepath was approved by the City in lieu of placing pipe and filling the existing drain ditch, which would have been costly. A photo of this drainage ditch is in the photo pad. Also the typical section through this area will be two 11-foot lanes, one 8-foot parking area, and the 6-foot bikepath.

Rec'd 5-6-80

continued...

4/25/80

It is anticipated commercial materials will be used. The City of St. Helens officials have reviewed and approved the project.

The bikepath on the southerly end, Station 1+10, will eventually be extended to the St. Helens Jr. High School, which is shown on the title sheet. This extension will be by others.

It should be noted the foundation throughout this project is solid basalt.

The consulting firm has requested the contracting date be changed from September 1980 to July 1980 if possible.

E.J. DUNN
Resident Engineer

js

OREGON STATE HIGHWAY DIVISION — Sheet 1 of 2

SUMMARY--BID SCHEDULE--COST ESTIMATE — Date 4/3/80

Section North 11th St. - Wyeth St. St. Helens City Streets — County Columbia

Kind Of Work Grading, Paving & Signing — Length 0.40 — Name DiLoreto Whiteley-Jacobsen &As

| | Item | Code | Unit | Quant. | Unit Cost | Total |
|---|---|---|---|---|---|---|
| 1 | Mobilization @ 8% | | Lump Sum | All | Lump Sum | 11,430 |
| 2 | Temporary Protection And Direction of Traffic @ 3% | | Lump Sum | All | Lump Sum | 4,286 |
| | | | | | | |
| | ROADWORK | | | | | |
| 3 | Clearing and Grubbing | | Lump Sum | All | Lump Sum | 2,000 |
| 4 | General Excavation | | Cu. Yd. | 530 | 9.50 | 4,903 |
| 5 | Rock Excavation | | Cu. Yd. | 1192 | 35.00 | 41,720 |
| 6 | Excavated Material Embankment-in place | | Cu. Yd. | 468 | 4.50 | 2,106 |
| 7 | 3" - 0" Stone Embankment - in place | | Cu. Yd. | 871 | 8.00 | 6,968 |
| 8 | Trench Excavation - rock | | Cu. Yd. | 11 | 55.00 | 605 |
| 9 | 3/4" Aggregate Base | | Cu. Yd. | 1022 | 13.00 | 13,286 |
| 10 | Class "B" Asphalt Concrete | | Ton | 1873 | 32.00 | 59,936 |
| 11 | 8" - 16 ga. Al. Helical CMP Culvert Pipe | | Lin. Ft. | 44 | 13.00 | 572 |
| 12 | Class "B" Bedding Material | | Cu. Yd. | 7 | 20.00 | 140 |
| 13 | Concrete Inlets Type G-1 | | Ea. | 2 | 640.00 | 1,280 |
| 14 | Concrete Driveways | | Sq. Yd. | 15 | 25.00 | 375 |
| 15 | 12" Concrete Curbs | | Lin. Ft. | 652 | 6.50 | 4,238 |
| 16 | Extra for Asphalt Approaches | | Ea. | 2 | 250.00 | 500 |
| 17 | Adjusting Manholes | | Ea. | 4 | 445.00 | 1,780 |
| 18 | Adjusting Boxes | | Ea. | 4 | 120.00 | 480 |
| 19 | Adjusting Inlets | | Ea. | 1 | 100.00 | 100 |
| 20 | Adjusting Cleanouts | | Ea. | 1 | 250.00 | 250 |
| | | | | | | |
| | | | | | | |

OREGON STATE HIGHWAY DIVISION — Sheet 2 of 2

SURFACED SYSTEM — COST ESTIMATE — Date 4/3/80

North 11th St. - Wyeth St. St. Helens City Streets — County Columbia

Grading, Paving & Signing — Estimate by DiLoreto — Name Whiteley-Jacobsen & Ass

| Item | Code | Units | Quant. | Unit Cost | Dollars |
|---|---|---|---|---|---|
| SIGNING | | | | | |
| 21 Wood Sign Posts | | Lump Sum | All | Lump Sum | 850 |
| 22 Type "C" Signs in place | | Sq. Ft. | 29 | 20.00 | 580 |
| 23 Type "EE" Signs - in place | | Sq. Ft. | 7 | 14.00 | 98 |
| 24 Type "U" Signs - in place | | Sq. Ft. | 6 | 17.00 | 102 |
| ----- SUBTOTAL ----- | | | | | $ 158,585 |
| Construction Engineering (via original agreement) | | | | | 7,600 |
| ------- TOTAL ------- | | | | | $ 166,185 |
| STRIPING | | | | | 1,500 |
| | | | TOTAL | | 167,685 |

U. S. DEPARTMENT OF TRANSPO[illegible]N - FEDERAL HIGHWAY ADMINISTRATION

9172

# LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO.: M-0000(15)

STATE PROJECT NO.: See below

FROM: G. L. Green, Division Administrator
Salem, Oregon
12-6-79

PROGRAM NO.:

ITEM NO.: 90292

COUNTY NAME: Columbia

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

TO:

Copy to M. Holmes

Mr. H. S. Coulter
State Highway Engineer, ODOT
Salem, Oregon

| DATE PS&E APPROVED | DATE AUTHORIZATION EFFECTIVE | FEDERAL ROUTE NUMBER | STATE ROUTE NUMBER |
|---|---|---|---|
| | 12-6-79 | FAU-6330 & FAU-6225 | City Street |

GENERAL LOCATION:

11th Street-Wyeth Street Section (St. Helens)

GENERAL DESCRIPTION OF WORK:

Consultant Agreement

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY

PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☐ PREPARATION

☒ OTHER (Specify) Consultant Agreement

☐ ACQUISITION OF RIGHT-OF-WAY

CONSTRUCTION - ADVERTISE FOR RECEIPT
☐ OF BIDS

☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Swan's letter of November 20, 1979, I approve the Consultant Agreement with Whiteley, Jacobsen and Associates. You are authorized to proceed with the preliminary engineering phase of the Agreement for a lump sum amount of $8,100 which includes a net fee of $1,000. A signed copy of the Agreement is returned herewith. (No additional obligation of funds required.)

Distributed 12-17-79.
MCH

| DATE | SIGNATURE OF APPROVING OFFICIAL | TITLE |
|---|---|---|
| 12-6-79 | [signature] | for Division Administrator |

FORM PR-1240 (REV. 6-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1970-[illegible]

November 20, 1979

TO: G. L. Green, Division Administrator
Federal Highway Administration

FROM: D. E. Swan
Operation Programming Engineer

MISC. CONTRACTS and
AGREEMENTS No._____

SUBJECT: Project No. M-6225(-)
LGA Consultant Agreement
11th Street-Wyeth Street Section
West and 16th Streets, FAU 6225
City of St. Helens & Whiteley, Jacobsen & Associates

Attached for your consideration are two conformed copies of a Consultant Agreement covering engineering services to be furnished to the City of St. Helens by Whiteley, Jacobsen and Associates for an Urban System Project.

A pre-award audit was conducted by the Highway Division Accounting Section and the revisions suggested in the attached report have been incorporated. The selection procedure evaluation produced the attached copy of City Resolution No. 667, dated September 19, 1975.

We request your approval now of the Consultant Agreement, authorization to proceed with work by the Consultant and the return of one approved copy of the agreement for our project files.

MCH:pf
Attachment

cc: Cliff Laux
Jon Rose, Metro

# City of St. Helens

P. O. BOX 278
St. Helens, Oregon
97051

November 7, 1979

PDM PDE TSE SPC
ODOT - METRO
NOV 13 1979
AM PPS FILE T/A

Mr. Jon Rose
Federal Aid Specialist
Department of Transportation
5821 N. E. Glisan
Portland, Oregon 97213

Re: City/Consultant Agreement
West Street Project
City of St. Helens

Dear Mr. Rose:

The executed copies, with necessary modifications, of the City/Consultant agreement for the West Street project are enclosed and ready for processing and FHWA approval.

Also enclosed is a copy of City of St. Helens Resolution No. 667 designating and retaining the firm of Whiteley, Jacobsen & Associates as the engineering consultants for the City. They have been consistently doing consulting for the City since that date.

The person designated as liaison or contact responsible for the progress of the project and who receive, review, approve and forward all billings will be George E. Shelley, City Administrator.

If other information is required, please do not hesitate to call me at 397-3373.

Very truly yours,

George E. Shelley
City Administrator

M-6225(-)

From Metro JON ROSE | Date 11/16/79

To BOB SWAN

(Program Mgmt.) Traffic Region 1

Comments: Here are 3 copies of the consultant agreement, signed by St. Helens City officials and by a representative of the Consultant. If this is now acceptable, please forward for FHWA approval. Jon Rose

RESOLUTION NO. 667

WHEREAS, during the last seceral years, the City of St. Helens has retained several different engineers for consulting purposes; and

WHEREAS, because of this experience with a variety of engineers, the Common Council has determined that the services rendered by the engineering firm of Whiteley, Jacobsen & Associates has been the most satisfactory and the most reasonable in terms of fees charged; and

WHEREAS, said engineering firm has been providing engineering services to the City on a regular basis for the last several years and has demonstrated its capacity to give quality service to the City on a variety of projects; and

WHEREAS, said engineering firm is capable and is qualified to perform the engineering consulting services with respect to the truck route through the City of St. Helens; NOW, THEREFORE,

BE IT RESOLVED that the City of St. Helens retain the engineering firm of Whiteley, Jacobsen & Associates for purposes of serving as engineering consultants on the truck route project in the City of St. Helens.

Passed and adopted this 19th day of September, 1975, by the following vote: Ayes: Brownlow, Corsiglia, McClelland, Zaniker, and Norwood; Nays: none .

Mayor

Attest:

City Recorder

STATE OF OREGON
HIGHWAY ACCOUNTING

# INTEROFFICE MEMO

FILE: CON

TO: D. E. Swan
Operation Planning Engineer

DATE: October 23, 1979

FROM: Vernon E. Skoog
Controller

SUBJECT: Pre-award Evaluation
Whiteley, Jacobson/St. Helens
Street Improvements (2)

We have reviewed the accounting provisions of the proposed Agreement referenced above as you requested on October 8, 1979, and as required by ADM-4.

Reference to the attached report will explain our request to reduce construction engineering not to exceed $7,600.

Contingent upon this revision we approve the proposed Agreement.

DWJ:njc

cc: D. W. Jones

To Jon Rose 10-30-79.

Contains
Recycled
Materials
81-125-1387

STATE OF ORE ON
HIGHWAY ACCOUNTI...
External Audit Unit - 2878

INT ROFFICE MEMO

FILE: CON

TO: Vernon E. Skoog
Controller

DATE: October 23, 1979

FROM: Dettmar W. Jones
Staff Auditor D. W. Jones

SUBJECT: Pre-award Evaluation
Whiteley, Jacobson/St. Helens
Street Improvements (2)

By memo dated October 8, 1979 to you, D. E. Swan, Operation Programming Engineer, requested our review of subject proposal. Consultant is to provide construction engineering for City on an actual-cost-plus-fixed-fee basis not to exceed $8,500, and preliminary engineering for a lump sum of $8,100. While FHWA does not require such a review for estimated costs under $50,000, State purchasing procedures as implemented by ADM-4 do require it.

Having no prior audit experience with Consultant, I met with Dean Hergesheimer, Portland Branch Manager, on October 17, 1979 to examine the accounting procedures and records.

The home office is located in Seattle, WA, where a federal agency, EPA, frequently audits the Company. The 1978 report was not available in Portland, but I did review the financial statements prepared by a Seattle CPA firm.

Consultant maintains procedures and records that assure segregation of reasonable, allowable costs and proper documentation of same.

I recommend only one change in the Agreement, and Mr. Hergesheimer acknowledged the change. The construction engineering costs shown on P.6 and in Exhibit "A" (P. 2 of 4 PP.) should read "Not to exceed $7,600." The unsupported markup of over 12% of the total estimate for construction engineering was not a reasonable rounding-off figure. With this reduction in cost we recommend approval.

DWJ:njc

cc: Mainor Holmes

APPROVED
D. E. Swan
E. Swan, Operation
Highway Division

Contains Recycled Materials
81-125-1387

# City of St. Helens

P. O. BOX 278

St. Helens, Oregon

97051

October 9, 1979

Oregon State Highway Division
Jon Rose
5821 N. E. Glisan
Portland, Oregon 97213

Dear Jon,

In response to your request for information regarding the City's selection of an engineering firm to perform the work on the N. 11th St.-Wyeth St. Section on West and 16th Sts. street project, we are enclosing a copy of the Resolution #667 that summarizes the City's position.

Whiteley, Jacobsen & Associates has been the engineering firm on a wide variety of projects that include sewer, water, roads, and commerical structures since 1969. While they are not on a retainage per se, their charges are based upon an hourly rate and multiplier that is comparable industry wide. Their expertise and familiarity with St. Helens eliminates the expense of research and re-education that would be incurred by another firm doing projects for St. Helens. To date the City is satisfied with the work performed by Whiteley, Jacobsen & Associates.

Very truly yours,

George E. Shelley

George E. Shelley,
City Administrator

GES/jep

---

From Metro JON ROSE | Date 10/10/79

To BUZ SWAN

(Program Mgmt.) Traffic Region 1

Comments: This information was requested by Mainor Holmes.

Jon Rose

RESOLUTION NO. 667

WHEREAS, during the last seceral years, the City of St. Helens has retained several different engineers for consulting purposes; and

WHEREAS, because of this experience with a variety of engineers, the Common Council has determined that the services rendered by the engineering firm of Whiteley, Jacobsen & Associates has been the most satisfactory and the most reasonable in terms of fees charged; and

WHEREAS, said engineering firm has been providing engineering services to the City on a regular basis for the last several years and has demonstrated its capacity to give quality service to the City on a variety of projects; and

WHEREAS, said engineering firm is capable and is qualified to perform the engineering consulting services with respect to the truck route through the City of St. Helens; NOW, THEREFORE,

BE IT RESOLVED that the City of St. Helens retain the engineering firm of Whiteley, Jacobsen & Associates for purposes of serving as engineering consultants on the truck route project in the City of St. Helens.

Passed and adopted this 19th day of September, 1975, by the following vote: Ayes: Brownlow, Corsiglia, McClelland, Zaniker, and Norwood; Nays: none .

Mayor

Attest:

City Recorder

ACR 4

October 3, 1979

City of St. Helens
City Hall
St. Helens, OR 97051

Attention: George E. Shelley
City Recorder

MISC CONTRACTS and
AGREEMENTS No. 111

Gentlemen:

Attached for your records is a fully executed copy of an agreement concerning the construction of the N. 11th Street-Wyeth Street Section on West and 16th Streets, in your City.

We have retained a fully executed copy of this agreement for the Transportation Commission's files.

Sincerely,

C. W. Heard
COMMISSION SERVICES

rls
Attachments

bc: Don Harwell (Agreement attached)

STATE OF OREGON

INTEROFFICE MEMO

TO: H. S. Coulter
State Highway Engineer

DATE: July 30, 1979

FROM: D. K. Swan
Operation Programming Engineer

SUBJECT: Proposed Urban System Project

The City of St. Helens is requesting a $108,400 project to improve a 0.35 mile segment of West Street and 16th Street. The project will provide a paved surface 32-feet wide to accommodate two travel lanes and a parking lane. City will engage a consultant to perform preliminary and construction engineering. The location of the project is indicated on the attached sketch map. In Summary:

| Jurisdiction | Section | Total Est. Cost | Federal Funds | State Share |
|---|---|---|---|---|
| St. Helens | N. 11th Street - Wyeth Street<br>West Street, FAU 6330 and<br>N. 16th Street, FAU 6225 | $108,400 | $95,390 | $6,505 |

Metro and this office investigated the proposed project confirming its validity and financing under the Federal Aid Urban Program. I recommend your approval and request you authorize this project under delegated authority.

7-31 to dist. 1 and C.O. Proj. Management

APPROVED BY:

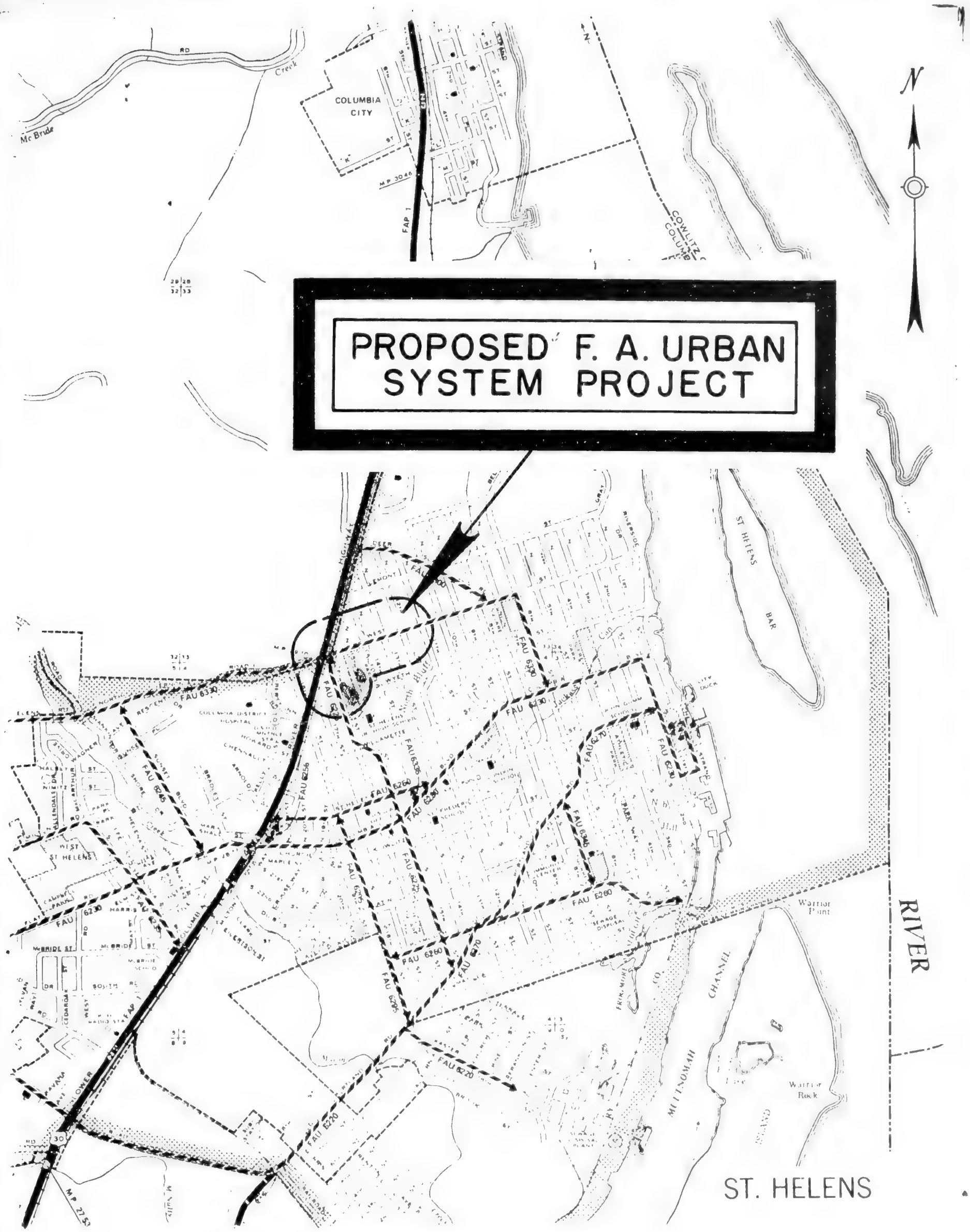
State Highway Engineer

Date 7/30/79

GEZ:pf
Attachment

81.125.1387

# PROPOSED F. A. URBAN SYSTEM PROJECT




ST. HELENS

U. S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

# LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO.: M-0000(15)

STATE PROJECT NO.: See below

FROM:
G. L. Green, Division Administrator
Salem, Oregon

PROGRAM NO.:

ITEM NO.: 90292

COUNTY NAME: Columbia

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

TO:

Mr. H. S. Coulter
State Highway Engineer, ODOT
Salem, Oregon

RECEIVED
STATE HWY DIV
SEP 19 79
REFER TO
Mocking
FOR

| DATE PS&E APPROVED | DATE AUTHORIZATION EFFECTIVE | FEDERAL ROUTE NUMBER | STATE ROUTE NUMBER |
|---|---|---|---|
| | 9-11-79 | FAU 6225 & 6330 | City Streets |

GENERAL LOCATION:
North 11th St.- Wyeth St. (St. Helens) Section

GENERAL DESCRIPTION OF WORK:
Preliminary Engineering

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
- ☐ LOCATION ONLY

PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
- ☒ PREPARATION including archeological salvage and utility preparatory work
- ☐ OTHER (Specify)

- ☐ ACQUISITION OF RIGHT-OF-WAY
- ☐ CONSTRUCTION - ADVERTISE FOR RECEIPT OF BIDS
- ☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Swan's request for PEA, you are authorized to proceed with the work as shown above for a TEC of $10,000 with Federal participation limited to $8,814.

| DATE | SIGNATURE OF APPROVING OFFICIAL | TITLE |
|---|---|---|
| 9-18-79 | G K Hanson | for Division Administrator |

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1970—721-918

TO: G.L. Green
Division Administrator
Federal Highway Administration
Salem, Oregon 97301

OREGON DEPT. OF TRANSPORTATION-HIGHWAY DIVISION
ADDENDUM TO LOCATION PROSPECTUS AND
REQUEST FOR FEDERAL AID
PRELIMINARY ENGINEERING AUTHORIZATION

| PROJECT LOCATION | APPR CODE | ITEM NO. | PROJECT NO. | ROUTE NO. FED. | ROUTE NO. STATE |
|---|---|---|---|---|---|
| 9-6-79<br>W. St. & N. 16th St. (St. Helens)<br>"N. 11th St.-Wyeth St. (St. Helens) Sec." | W32 | 90292 | M-0000(15) | 6330<br>6225 | City Sts. |

Access Control None Parking Restrictions Partial System Revision None

Airports (within 2 Mi.) None involved ROW 80' nor.

Water Development None involved Recreation & Historical Areas None involved

Columbia 009

A-95 Review:

State Cl. No. ..... Exempt X Date Approved _____

Dist. 2 Cl. No. ..... Exempt X Date Approved _____ No Reply ___

Project Environmental Assessment: FHWA Concurrence Dated 8/31/79

Major/Significant ___ (EIS) Major/Non-significant ___ (Neg.) Non-major X (None)

Notes: (1) Project in Congressional District 1.

(2) _____

I request authorization to proceed with the PRELIMINARY ENGINEERING work checked below:

X All Phases
___ All Phases thru Final Envir. Document
X Incl. Archeological Salvage
X " Util. Preparatory Work
___ " R.R. Preparatory Work

Est. Proj. Cost:

| | |
|---|---|
| TEC NTE | $ 10,000 |
| FF | $ 8,814 |
| STATE | $ 593 |
| City | $ 593 |

For PR-37:

| | |
|---|---|
| Field Phase | $ - - - |
| PS&E Phase | $ - - - |

88.15%

REMARKS:
1) FAU 6330, West St.; FAU 6225, N. 16th St.
2) Attached is one copy of "Authority for Survey".

JLG:sr

| DATE | SIGNATURE OF REQUESTING OFFICIAL | TITLE |
|---|---|---|
| 9/6/79 | Original Signed By D. E. Swan<br>D. E. Swan | Operation Programming Engineer |

cc: Gary Zehner

9.4.79

RESOLUTION NO. 768

A RESOLUTION PROVIDING FOR THE EXECUTION OF THE PRELIMINARY ENGINEERING AND CONSTRUCTION - FINANCE AGREEMENT FOR THE URBAN SYSTEM PROJECT BETWEEN THE CITY OF ST. HELENS AND THE STATE OF OREGON.

WHEREAS, St. Helens wishes to contract with the State of Oregon, acting by and through its Department of Transportation, Highway Division, so that the City and State will share in the cost of construction, reconstruction, improvement or repair of the North 11th Street to Wyeth Street and of West and 16th Streets within said City; NOW, THEREFORE,

BE IT RESOLVED that the City of St. Helens enter into a Preliminary Engineering and Construction - Finance Agreement with the State of Oregon as more particularly set forth in the copy of said agreement which is marked Exhibit A, attached hereto, and by this reference made a part hereof; and be it further

RESOLVED that that Mayor of said City execute said agreement on behalf of the City of St. Helens.

Passed and adopted by the Common Council on the 4th day of September, 1979, by the following vote:

Ayes: Shadley, Corsiglia, Schultz, Norwood Nays: None

Approved by the Mayor: September 4, 1979

Ron Norwood
Mayor

From Metro JON ROSE | Date 9

To BUZ SWAN

(Program Mgmt.) Traffic Region 1

Comments: Here are 3 copies of the subject FAUS agreement, signed by City officials and approved by the Metro Administrator. Please forward for final action.

Jon Rose

Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

*Memorandum*

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
The Oregon Division - Salem

DATE: August 31, 1979

In reply refer to: HFO.1-OR

SUBJECT: Project Assessment
Oregon Project M-0000(-)
N. 11th St.-Wyeth St. (St. Helens)
West St.-N. 16th St.
Columbia County

FROM : G. L. Green, Division Administrator

TO : Mr. Gary A. Potter, Manager, Environmental Section, OSHD

The subject project assessment submitted with your August 3, 1979, letter has been reviewed.

We concur with your finding that the proposed project constitutes a non-major action.

The proposed standards, design and other specific details contained in the assessment will be subject to future reviews at the appropriate stage during the project development.

G. L. Green

cc:
ODOT (Proj Mgmt)
OSHD (Reg 1, Env)

Environmental Section
September 5, 1979

cc: D. H. Manning
J. B. Boyd (3)
L. L. Gregg
W. J. Hart
J. C. Lowry
J. H. Watterson (3)
[illegible] (2)
[illegible]
[illegible]
[illegible]
[illegible]
[illegible]
[illegible]
[illegible]
Ron Gifford (2)

Versteeg ✓
Anderson
Christenson
Olson
Sullivan
Terpin
Trow
Wakeley

RECEIVED
SEP 05 1979
ROAD DESIGN SECTION

Do Not File ☐
Return To
Bring by ___/___/___
Action

M-0000(-)

## PART 1. GENERAL INFORMATION

**A. Project Identification:**

Date August 3, 1979

Section N. 11th St. - Wyeth St. (St. Helens) Unit (if appl) N.A.

County Columbia City St. Helens

Highway West St.-N. 16th Ave. State Hwy. No. N.A.

Termini: M.P.(if appl) N.A. Length 1870 feet

Region I Construction Estimate $98,400 FAUS
Program Amount

**B. Purpose of Project:** To improve West Street and North 16th with the following in mind: (a) Provide a more attractive route for east-west traffic; (b) Improve access to northwestern St. Helens from downtown; (c) Ease traffic from the Columbia Boulevard-St. Helens Street corridor; (d) Serve as a collector for northeastern St. Helens.

**C. Origin & History of Project:** The project has been a concern of the Public Works Department for a number of years. In addition, the Comprehensive Planning Process developed a number of goals and priorities for the City, including various transportation-related items. The utilization of West Street as a downtown - Pittsburg Road corridor was designated a major transportation priority for the City.

**D. General Description of Project:** The project will involve the surfacing of West Street from North 11th to 16th approximately 1320 feet, then south from West to Wyeth on 16th approximately 550 feet. A minimum of 32 foot wide paved surface with signing and striping is proposed. Two 12 foot lanes with one 8 foot parking strip are planned; a bikepath is also proposed.

Alignment: New ____ Existing X Combined ____

Typical Section: Existing: No. Lanes 2 ; Med. No ; Shldrs. No ; Parking None

Proposed: No. Lanes 2 ; Med. No ; Shldrs. No ; Parking one 8 foot strip

Traffic: Existing Facility: Existing ADT Not Available ; Projected ADT Not Available ; Yr. ---

Existing Level of Service ---

Proposed Facility: Projected ADT Not Available ; Yr. ---

Projected Level of Service ---

Right of Way: Additional anticipated No (Yes, No); if yes, give approx. No. Parcels ---

Acres ---; Type of Relocation Req. ---; No. ---

Materials Source, Borrow, Waste Disposal Requirements, if any: None.

Type of Structure(s): None.

Brief Description of River or Stream and Type of Involvement, if any: None

Local City, County or COG priorities of project:
City Federal Aid - Urban System priority number one. Also a "priority" listing in the comprehensive planning process.

FHWA and/or OSHD approvals given, if any: None as of yet.

Location or Design Alternatives (identify and describe):
LOCATION: The partially improved, gravel surface provides an excellent route requiring no acquisition whatsoever, and therefore is considered the optimal route. DESIGN: A 32 foot width is acceptable. The City's improvement standards suggest a 40 foot roadway for minor arterials with 2 eight foot parking strips. At this time only one parking strip is needed.

Other Descriptive Information or Comments: None.

(Attach project sketch map.) See attached.

PART II. ENVIRONMENTAL ASSESSMENT

A. Brief Environmental Setting of Project Area:

1. Natural:

Eleventh Street to approximately 15th is a medium density residential neighborhood with few vacant lots. From 15th to Wyeth is a mostly vacant area with sparse overgrowth and grass. Most of the vacant land, though zoned for either higher density residential or apartment use, has been left undeveloped due to the area's basaltic rock. A small pond is located approximately 100 feet south of West Street and east of 16th.

2. Cultural:

No cultural impacts are foreseen. A historical/archaelogical survey conducted in December 1977 indicated that a neighboring sewer project (one quarter to one mile from the project) would have no significant effect on any historic resources.

B. Preliminary Assessment of Environmental Impacts:

1. Consequences and Significance of Right-of-Way Acquisition:

No acquisition is necessary

2. Estimated Impact on Traffic Patterns:

A purpose of the project is to attract vehicular trips from downtown to the Vernonia/St. Helens Road area. The project should draw traffic from the Columbia Blvd.-St. Helens St. corridor. A drastic change in the vertical alignment of West St. occurs just east of 16th Ave. as the road drops down

Consequences--Air Quality, Noise, Safety, etc: (Cont'd. 4A)

The amount of traffic generated will not have a significant impact on air quality. Safety will be increased due to the improved surface and increased vehicular control. Due to the very resistant composition of the basaltic terrace, it would probably be difficult to improve the sight distance enough to eliminate the stop sign.

3. Estimated Impact on Land Use:

The project will improve access to one undeveloped area of North 16th. However, development costs in this area are expensive due to the rock conditions. Developmental pressures are not seen as extreme enough to force this development for some time. Eventual development is consistent with both the comprehensive plan and zoning ordinance.

Consequences: No significant consequence.

4. Expected Impact on Natural Ecological Resources:

Since (a) The route is existing, and (b) The vacant area cannot be readily developed, there is no expected impact on natural ecological resources.

Consequences: No significant consequence.

5. Expected Impact on Cultural and Scenic Resources:

As previous archaeological/historical reviews indicated no resources in the immediate area, no impact is foreseen. The area has not been designated a scenic resource.

Consequences:

No significant consequence.

4A from a low basaltic terrace. Due to very poor sight distance, a stop sign has been placed on West Street, at the top of the rise for east-bound traffic only, to guard a driveway located at the bottom of the hill.

**6. Preliminary Identification of Areas of Critical Concern:**

See #7 below

**7. Potential for Controversial Issues:**

The project is non-controversial

**8. Potential for Consistency of Proposal With:**

**a. Clean Air Implementation Plans**

No significant impact on the airshed. The project is, therefore, consistent. An Indirect Source Permit is not required.

**b. Noise Standards**

A noise study report is required.

**c. Water Quality Standards**

No water resources will be impacted.

**d. Area Land Use and Transportation Plans, and Zoning** - As noted earlier, the route implements (a) A comprehensive plan designated priority item in the transportation section, (b) City priority number one for F.A.U.S. funding, (c) Comprehensive plan land use policies in that access to potentially developable GR-5 and A-5 lands is improved.

---

C. Recommended Type of Action and Documentation:

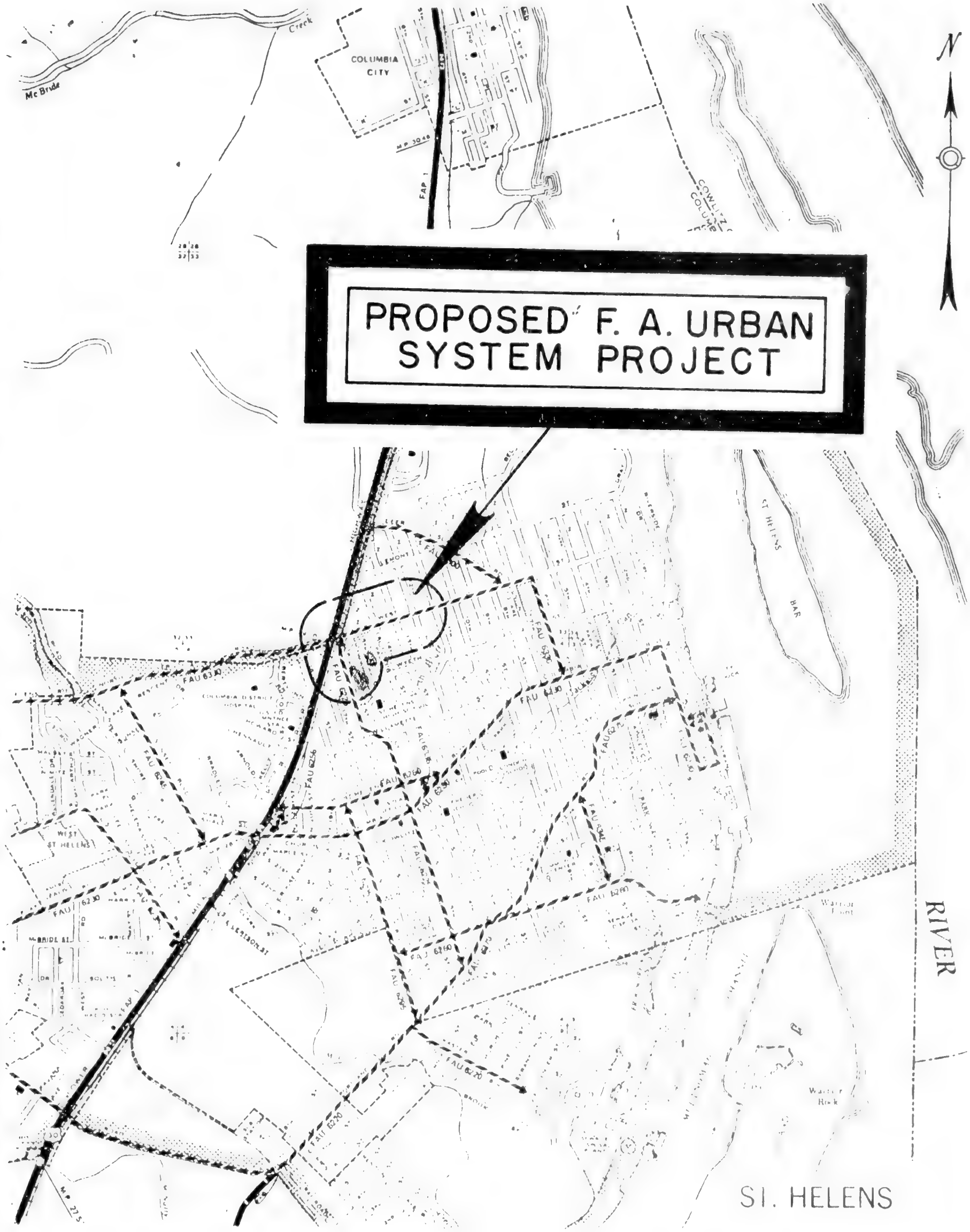
| ----------MAJOR ACTION---------- | | ----NON-MAJOR ACTION----- |
|---|---|---|
| SIGNIFICANT: | NON-SIGNIFICANT: | |
| ____ D & FEIS | ____ D & F Neg.Dec. | __X__ ASSESSMENT ONLY |
| ____ Section 4(f) | ____ Section 4(f) | ____ STATEWIDE ASSESSMENT |

Basis for Type of Action and Documentation:

The project is not a major action, and is not expected to result in a significant impact upon the environment.

---

D. Recommended Project Category: ____ 1 ____ 2 __X__ 3 ____ 4


PROPOSED F. A. URBAN SYSTEM PROJECT
N
COLUMBIA CITY
McBride
Creek
FAP 1
MP 30.48
COWLITZ
COLUMBIA
ST HELENS
BAR
RIVER
WEST ST HELENS
MP 27.5
ST. HELENS

Form E-39 (Rev. 9-71)

(NWSC001)

OREGON STATE HIGHWAY DIVISION

Planning File No. 79-39

# AUTHORITY FOR SURVEY

Section North 11th St. - Wyeth St. FAUS6330 FAUS6225

Highway St. Helens City Streets (West St. & N.16th St.)

County Columbia

Date June 20, 19 79

Authorization No. 1

Survey Prefix 305-1941 (Assigned by Salem office)

Description of termini, route, length, etc.:

Beginning at the intersection of West Street and N. 11th St. and running westerly to the intersection with N.16th St., thence southerly on N. 16th St. to Wyeth St. Total length is 1,870 lineal feet.

Proposed: To improve West Street and N. 16th St. to provide a more attractive route for east-west traffic, improve access to NW St. Helens from downtown, ease congestion from the Columbia Blvd.-St. Helens St. corridor and serve as a collector for NE St. Helens.

Purpose of Survey: The City, by use of a consultant to perform the field survey, prepare plans, special provisions and cost estimates. State to monitor projects and complete PS&E.

M.0000(15)
9-11-79

Estimate of cost: $98,400

Funding - FAUS
Category - 3 NM (assessment only)

| Estimate of Cost | | |
|---|---|---|
| Field Survey | (901) | ~~1,000~~ 500 |
| Citizen Participation | (902) | |
| City of County | (903) | |
| Consultant | (904) | ~~7,700~~ 8,000 |
| Final Design | (905) | ~~500~~ 600 |
| Bridge Design | (906) | |
| Preliminary Design | (907) | |
| R/W Description | (909) | |
| Soils & Geology | (910) | 300 |
| Traffic | (911) | |
| Landscape | (912) | |
| Liaison R/W | (913) | |
| Utility | (914) | |
| Photogrammetry | (916) | |
| Location Studies | (918) | |
| Engr. Graphics | (919) | |
| Office Engineer | (920) | |
| Specifications | (921) | ~~500~~ 600 |
| Environmental | (923) | |
| Air Quality Monitoring | (925) | |
| Foundation Exploration | (926) | |
| Seminars | (950) | |
| Hearings | (980) | |
| Equal Opportunity | (985) | |
| Advisory Committees | (986) | |

INSTRUCTIONS

Submit four copies to Salem. After approval by the Assistant State Highway Engineer, one copy will be sent to the Regional Engineer and one copy to the Resident Engineer.

**This form does not constitute authority for making survey until approved and returned.**

Submit separate order for each survey.

Total estimated cost of survey . . . . . $ 10,000

Previous authorization . . . . . .

Additional authorization requested . . . . .

Additional authorization approved (Salem) . .

Total all authorizations approved (Salem) . . .

Requested made by:

K. D. LIMBOCKER, Metro Location-Design Engineer

Recommended for Approval:

Regional Engineer

M. J. KLOTZ, Metro Technical Services Engineer

Approved 7/30/79

Recommended for Approval:

Frank E. Jerpin
Location Engineer

Approved:

Assistant State Highway Engineer

SP-23601-734

STATE OF OREGON

INTEROFFICE MEMO

METRO TECHNICAL SERVICES (DEPT.) 238-8231 (TELEPHONE)

TO: D.H. MOEHRING Attn: D.E. Swan
Ass't State Highway Engineer

DATE: June 20, 1979

FROM: MAX J. KLOTZ
Metro Technical Services Engineer

SUBJECT: N. 11th Street-Wyeth Street
West Street & N. 16th Street
City of St. Helens
Columbia County
Planning File 79-39

to Terpin 6-25-79

Here is our programming packet on the subject project. Included are a project request, authority for survey, environmental assessment, location prospectus, and a memo regarding the funding for this project. Also included is an agreement information sheet for the use of your agreement writer.

This is an FAUS project. The City of St. Helens intends to borrow ahead on their annual FAU allocation to fund this project.

St. Helens is outside of the MSD urban area, so the TIP does not apply.

Please program $10,000 at this time for preliminary engineering.

js

Attachments

cc: F.E. Terpin
Metro Tech. Services (8)

# PROJECT ASSESSMENT

PLA # 79-39

PART 1. GENERAL INFORMATION

A. Project Identification:

Date 12 June 1979

Section N. 11th St. - Wyeth St.

Unit (if appl) N.A.

County Columbia

City St. Helens

Highway W. St. & N. 16th Ave.

State Hwy. No. N.A.

Termini: M.P.(if appl) N.A.

Length 1870 feet

Region I

Construction Estimate $98,400 FAUS
Program Amount

B. Purpose of Project: To improve West Street and North 16th with the following in mind: (a) Provide a more attractive route for east-west traffic; (b) Improve access to northwestern St. Helens from downtown; (c) Ease traffic from the Columbia Boulevard-St. Helens Street corridor; (d) Serve as a collector for northeastern St. Helens.

C. Origin & History of Project: The project has been a concern of the Public Works Department for a number of years. In addition, the Comprehensive Planning Process developed a number of goals and priorities for the City, including various transportation-related items. The utilization of West Street as a downtown - Pittsburg Road corridor was designated a major transportation priority for the City.

D. General Description of Project: The project will involve the surfacing of West Street from North 11th to 16th approximately 1320 feet, then south from West to Wyeth on 16th approximately 550 feet. A minimum of 32 foot wide paved surface with signing and striping is proposed. Two 12 foot lanes with one 8 foot parking strip are planned; a bikepath is also proposed.

Alignment: New _____ Existing X Combined _____

Typical Section: Existing: No. Lanes 2 ; Med. No ; Shldrs. No ; Parking None

Proposed: No. Lanes 2 ; Med. No ; Shldrs. No ; Parking one 8 foot strip

Traffic: Existing Facility: Existing ADT Not Available; Projected ADT Not Available; Yr. --

Existing Level of Service ---

Proposed Facility: Projected ADT Not Available ; Yr. ---

Projected Level of Service ---

Right of Way: Additional anticipated No (Yes, No); if yes, give approx. No. Parcels ---

Acres ---; Type of Relocation Req. ---; No. ---

Materials Source, Borrow, Waste Disposal Requirements, if any: None.

Type of Structure(s): None.

Brief Description of River or Stream and Type of Involvement, if any: None

Local City, County or COG priorities of project:
City Federal Aid - Urban System priority number one. Also a "priority" listing in the comprehensive planning process.

FHWA and/or OSHD approvals given, if any: None as of yet.

Location or Design Alternatives (identify and describe):
LOCATION: The partially improved, gravel surface provides an excellent route requiring no acquisition whatsoever, and therefore is considered the optimal route. DESIGN: A 32 foot width is acceptable. The City's improvement standards suggest a 40 foot roadway for minor arterials with 2 eight foot parking strips. At this time only one parking strip is needed.

Other Descriptive Information or Comments: None.

(Attach project sketch map.) See attached.

PART II. ENVIRONMENTAL ASSESSMENT

A. Brief Environmental Setting of Project Area:

1. Natural:

Eleventh Street to approximately 15th is a medium density residential neighborhood with few vacant lots. From 15th to Wyeth is a mostly vacant area with sparse overgrowth and grass. Most of the vacant land, though zoned for either higher density residential or apartment use, has been left undeveloped due to the area's basaltic rock. A small pond is located approximately 700 feet south of West Street and east of 16th.

2. Cultural:

No cultural impacts are foreseen. A historical/archaelogical survey conducted in December 1977 indicated that a neighboring sewer project (one quarter to one mile from the project) would have no significant effect on any historic resources.

B. Preliminary Assessment of Environmental Impacts:

1. Consequences and Significance of Right-of-Way Acquisition:

No acquisition is necessary

2. Estimated Impact on Traffic Patterns:

A purpose of the project is to attract vehicular trips from downtown to the Vernonia/St. Helens Road area. The project should draw traffic from the Columbia Blvd.-St. Helens St. corridor. A drastic change in the vertical alignment of West St. occurs just east of 16th Ave. as the road drops down

(Cont'd. 4A)

Consequences--Air Quality, Noise, Safety, etc:
The amount of traffic generated will not have a significant impact on air quality or noise. Safety will be increased due to the improved surface and increased vehicular control. Due to the very resistant composition of the basaltic terrace, it would probably be difficult to improve the sight distance enough to eliminate the stop sign.

3. Estimated Impact on Land Use:
The project will improve access to one undeveloped area of North 16th. However, development costs in this area are expensive due to the rock conditions. Developmental pressures are not seen as extreme enough to force this development for some time. Eventual development is consistent with both the comprehensive plan and zoning ordinance.

Consequences: No significant consequence.

4. Expected Impact on Natural Ecological Resources:

Since (a) The route is existing, and (b) The vacant area is not readily developable, there is no expected impact on natural ecological resources.

Consequences: No significant consequence.

5. Expected Impact on Cultural and Scenic Resources:

As previous archaeological/historical reviews indicated no resources in the immediate area, no impact is foreseen. The area has not been designated a scenic resource.

Consequences:

No significant consequence.

4A from a low basaltic terrace. Due to very poor sight distance, a stop sign has been placed on West Street, at the top of the rise for east-bound traffic only, to guard a driveway located at the bottom of the hill.

6. Preliminary Identification of Areas of Critical Concern:

See #7 below

7. Potential for Controversial Issues:

The project is non-controversial

8. Potential for Consistency of Proposal With:

a. Clean Air Implementation Plans

No significant impact on the airshed. The project is, therefore, consistent. An Indirect Source Permit is not required.

b. Noise Standards

No significant impact, and therefore consistent.

c. Water Quality Standards

No water resources will be impacted.

d. Area Land Use and Transportation Plans, and Zoning - As noted earlier, the route implements (a) A comprehensive plan designated priority item in the transportation section, (b) City priority number one for F.A.U.S. funding, (c) Comprehensive plan land use policies in that access to potentially developable GR-5 and A-5 lands is improved.

C. Recommended Type of Action and Documentation:

----------MAJOR ACTION---------- ----NON-MAJOR ACTION-----

| SIGNIFICANT: | NON-SIGNIFICANT: | |
|---|---|---|
| ____ D & FEIS | ____ D & F Neg.Dec. | _X_ ASSESSMENT ONLY |
| ____ Section 4(f) | ____ Section 4(f) | ____ STATEWIDE ASSESSMENT |

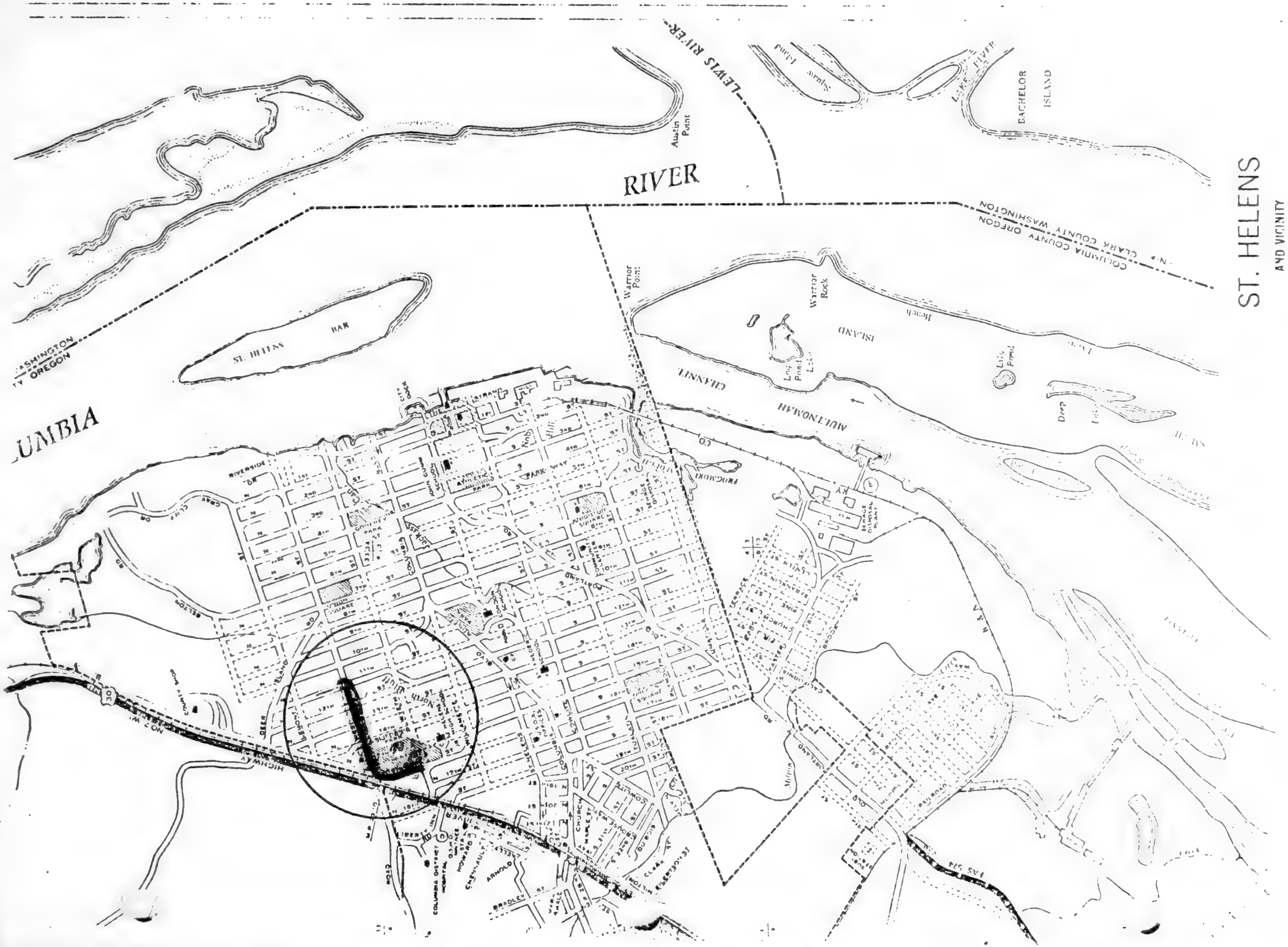
Basis for Type of Action and Documentation:

The project is not a major action, and is not expected to result in a significant impact upon the environment.

D. Recommended Project Category: ____ 1 ____ 2 _X_ 3 ____ 4

# ST. HELENS

AND VICINITY



NOTE: SHADED AREAS TO BE COMPLETED IN SALEM OFFICE

# LOCATION PROSPECTUS

OREGON DEPARTMENT OF TRANSPORTATION
LOCATION UNIT

DATE: June 4, 1979

PREFIX:

## - IDENTIFICATION

PROJECT NAME: West St. 11th to 16th and West to Wyeth (City of St. Helens)

HIGHWAY NAME: See Project Name above

HIGHWAY NUMBER: City Street

| DIVISION | ADMINISTRATIVE DISTRICT | COUNTY | CITY |
|---|---|---|---|
| Metro | | Columbia | St. Helens |

| LENGTH | MILEPOST NUMBER | | | | |
|---|---|---|---|---|---|
| 1870' | -- | TO | -- | ☐ RURAL | ☒ URBAN |

LOCAL GOVERNMENT PROJECT? ☐ YES ☐ NO — IF YES, UNIT OF GOVERNMENT:

TYPE OF FUNDS: ☐ FAI ☐ FAP ☐ FAS ☐ STATE ☒ FAUS ☐ OTHER

METHOD OF CONSTRUCTION: ☐ CONTRACT ☐ STATE FORCE ☐ OTHER

TYPE OF WORK: ☒ GRADING ☒ PAVING ☐ STRUCTURE ☐ SIGN ☐ SIGNAL ☐ ILLUMINATION ☐ ROADSIDE IMPROVEMENT ☐ OTHER

PROJECT DESCRIPTION

Improve a local city street with FAUS Funds. The termini is between 11th and 16th of West Street. Length is 1320 lineal feet and from West to Wyeth Street, 550 lineal feet.

## - TRAFFIC DATA

| EXISTING AVERAGE DAILY TRAFFIC (YEAR-VOLUME) | PROJECTED AVERAGE DAILY TRAFFIC (YEAR-VOLUME) |
|---|---|
| N/A | N/A |

| LEVEL OF SERVICE | A | B | C | D | E | F |
|---|---|---|---|---|---|---|
| EXISTING | ☐ | ☐ | ☐ | ☐ | ☒ | ☐ |
| PROPOSED | ☐ | ☐ | ☐ | ☐ | ☒ | ☐ |

| DESIGN SPEED (MPH) | DESIGN STANDARDS | TRAFFIC ANALYSIS |
|---|---|---|
| 25 | 25 | ☒ LIGHT ☐ MEDIUM ☐ HEAVY |

| FEATURES | EXISTING NUMBER AND WIDTH | PROPOSED NUMBER AND WIDTH |
|---|---|---|
| TRAVEL LANES | (2) 28' to ' | 2 - 2' lanes with 8' parking |
| SHOULDERS | None | None |
| M IANS | None | 1 - 8' |
| PARKING LANES | None | None |
| SIDEWALKS | None | None |
| BIKEWAYS | None | None |
| INTERCHANGES | None | None |
| OTHER: | -- | -- |

| | YES | NO | MAYBE | |
|---|---|---|---|---|
| Channelization | ☐ | ☒ | ☐ | |
| Frontage Roads | ☐ | ☒ | ☐ | |
| Traffic Signals | ☐ | ☒ | ☐ | |
| Signing | ☐ | ☒ | ☐ | |
| Il ination | ☐ | ☒ | ☐ | |
| Structures | ☐ | ☒ | ☐ | |
| Stage Construction | ☒ | ☐ | ☐ | |
| Pedestrian Crossing | ☐ | ☒ | ☐ | |
| Rest Area | ☐ | ☒ | ☐ | |
| Truck Scale Site | ☐ | ☒ | ☐ | |
| Landscaping | ☐ | ☒ | ☐ | |
| Drainage | ☐ | ☒ | ☐ | |
| River _____ | ☐ | ☒ | ☐ | |
| Stream _____ | ☐ | ☒ | ☐ | |
| Storm Sewer | ☒ | ☐ | ☐ | |
| Sanitary Sewer | ☐ | ☒ | ☐ | |
| Right of Way | ☐ | ☒ | ☐ | |
| Simple Acquisition | ☐ | ☐ | ☐ | N/A |
| Complex Acquisition | ☐ | ☐ | ☐ | N/A |
| Relocations | ☐ | ☒ | ☐ | |

| | YES | NO | MAYBE |
|---|---|---|---|
| Right of Way (cont.) Improvements | ☐ | ☒ | ☐ |
| Access Control | ☐ | ☒ | ☐ |
| Railroad Crossing | ☐ | ☒ | ☐ |
| At Grade | ☐ | ☒ | ☐ |
| Separated | ☐ | ☒ | ☐ |
| Railroad Encroachment | ☐ | ☒ | ☐ |
| Permits | ☐ | ☒ | ☐ |
| Conditional Use | ☐ | ☒ | ☐ |
| Flood Plain | ☐ | ☒ | ☐ |
| Irrigation District | ☐ | ☒ | ☐ |
| Water District | ☐ | ☒ | ☐ |
| Drainage District | ☐ | ☒ | ☐ |
| Div. of State Lands | ☐ | ☒ | ☐ |
| Dept. of Geology & Min. Ind. | ☐ | ☒ | ☐ |
| Corps of Engineers | ☐ | ☒ | ☐ |
| Coast Guard | ☐ | ☒ | ☐ |
| DEQ NPS Air Pollution | ☐ | ☒ | ☐ |
| DEQ NPS Water Pollution | ☐ | ☒ | ☐ |
| Building | ☐ | ☒ | ☐ |
| Fish & Wildlife Approval | ☐ | ☒ | ☐ |

| 3 - FEATURES (cont.) | YES | NO | MAYBE | | YES | NO | MAYBE |
|---|---|---|---|---|---|---|---|
| Agreements (City-County Etc.) | ☐ | ☒ | ☐ | Hydraulics Stud | ☐ | ☒ | ☐ |
| Environmental Assessment | ☐ | ☒ | ☐ | Soils Investigation | ☒ | ☐ | ☐ |
| S[illegible]wide Assessment | ☐ | ☒ | ☐ | Airport Clearance | ☐ | ☒ | ☐ |
| Negative Declaration | ☐ | ☒ | ☐ | Economic Analysis | ☐ | ☒ | ☐ |
| Environmental Impact Statement | ☐ | ☒ | ☐ | Requires Field Survey | ☒ | ☐ | ☐ |
| 4-F Statement | ☐ | ☒ | ☐ | Old Survey Available | ☐ | ☒ | ☐ |
| Citizen Advisory Committee | ☐ | ☒ | ☐ | Requires Vicinity Map | ☐ | ☒ | ☐ |
| Public Hearing _____ | ☐ | ☒ | ☐ | Requires Photogrammetry | ☐ | ☒ | ☐ |
| Borrow Source | ☐ | ☒ | ☐ | Requires Reconnaissance Survey | ☐ | ☒ | ☐ |
| Material Source | ☐ | ☒ | ☐ | Reconnaissance Available | ☐ | ☒ | ☐ |
| Utilities | ☐ | ☒ | ☐ | Design Review | ☐ | ☒ | ☐ |

Type _____

## 4 - WORK ITEMS

| | TO BE PERFORMED BY | | | |
|---|---|---|---|---|
| | APPLICANT | STATE | CONSULTANT | |
| PRELIMINARY ENGINEERING | ☐ | ☐ | ☒ | |
| RIGHT-OF-WAY | ☐ | ☐ | ☐ | N/A |
| CONSTRUCTION ENGINEERING | ☐ | ☐ | ☒ | |

## 5 - DURATION TIMES (MONTHS)

| | FLOAT | ACTIVE |
|---|---|---|
| RECONNAISSANCE SURVEY | ( ) | N/A |
| DRAFT ENVIRONMENTAL IMPACT STATEMENT | ( ) | N/A |
| CORRIDOR APPROVAL | ( ) | N/A |
| FIELD SURVEY | ( ) | 3.0 Consultant |
| PRELIMINARY DESIGN | ( ) | N/A |
| DESIGN APPROVAL/FINAL EIS | ( ) | N/A |
| RIGHT-OF-WAY DESCRIPTIONS | ( ) | N/A |
| RIGHT-OF-WAY ACQUISITION | ( ) | N/A |
| P.S. & E. DOCUMENTS | ( ) | |

RECOMMENDED CONSTRUCTION DATE _____ (Region) _____ (Salem)

| SUGGESTED BASE DESIGN ITEM | NEW WORK | OVER EXISTING |
|---|---|---|
| To be determined. | | |

## - TYPICAL SECTION AND LOCATION

Attach 8½ x 11 inch sheets for general location map and typical section (roadway & structure).

See attached surfacing calculation sheets.

| - ROJECT COST ESTIMATES | REGION | SALEM |
|---|---|---|
| PRELIMINARY ENGINEERING ..... Consultant ..... | ~~$7,000~~ 10,000. | |
| RIGHT OF WAY ..... | | |
| TRAFFIC CONTROL ..... | | |
| ILLUMINATION ..... | | |
| STRUCTURES ..... | | |
| RAILROAD ..... | 82,000. | |
| ROADWAY ..... | | |
| OTHER _____ | 16,400. | |
| ENGINEERING & CONTINGENCIES ..... 20% ..... | | |
| PROJECT TOTAL | $108,400. | |

SUBMITTED BY _____

STATE OF OREGON

INTEROFFICE MEMO

Metro Technical Services (DEPT.) 238-8231 (TELEPHONE)

TO: MEMO TO THE FILE

DATE: June 7, 1979

FROM: EARL MERSHON
Metro Technical Services
Staff Assistant

SUBJECT: North 11th Street-Wyeth Street
West Street & North 16th Avenue
City of St. Helens
Columbia County
Planning File 79-39

Jon Rose and E. J. Dunn met on May 31 with George Shelley, Administrator of the City of St. Helens, regarding the subject project. The City of St. Helens submitted a project request for this project with a cost estimate of $30,000, including $3,000 for preliminary engineering.

E. J. Dunn has prepared a reconnaissance estimate of $108,400, including $10,000 for preliminary engineering.

The City of St. Helens currently has $34,181 uncommitted in their FAUS account. By borrowing ahead three years into the future, the City would have enough money to fund this project. Jon Rose obtained verbal agreement from George Shelley to go ahead and program this project using our recon estimate.

The City of St. Helens intends to use their own consulting engineer to do the P.E. on this project. I will proceed with programming the preliminary engineering.

pq

cc M. J. Klotz
J. R. Rose
E. J. Dunn
Program Packet

# STATUS URBAN SYSTEM FUNDS

The status of Urban System funds as of the date below is shown in the following tabulation. Federal funds are the governing factor in this status, and the actual allocation of federal funds to each Urban Area is offset by actual federal funds collected for individual projects when available and by estimated federal funds when not available.

For estimating purposes, federal funds are assumed to represent approximately 88% of total costs, and total Urban System funds (include federal funds 88%, state funds 6%, and local funds 6%) are arrived at by dividing the available federal funds by 88% and rounding to even thousands.

Federal Funds Committed for Projects by Transportation Commission to Date:

| ALLOCATION OF FEDERAL FUNDS: | | SECTION | | FEDERAL FUNDS | |
|---|---|---|---|---|---|
| | | | | FINAL | ESTIMATE |
| Fiscal Year | | M-6260 | Old Portland Rd.-S. 6th St., Plymouth St. | | $157,090 |
| 1972 | - - | | | | |
| 1973 | - - | | | | |
| 1974 | 29,085 | | | | |
| 1975 | 29,752 | | | | |
| *1976 | 38,219 | | | | |
| 1977 | 30,933 | | | | |
| 1978 | 30,730 | | | | |
| 1979 | 32,552 | | | | |
| 1980 | | | | | |
| TOTAL | $ 191,271 | | | | |

| FEDERAL FUNDS | | | | |
|---|---|---|---|---|
| ALLOCATED | COMMITTED | UNCOMMITTED BALANCE | | TOTAL FUNDS UNCOMMITTED BALANCE |
| $191,271 | - $157,090 | = $34,181 | | |
| | | $ 34,181 | 0.88 = | $ 39,000 |

* Includes Transition Quarter $ 7,644

Urban Area ST. HELENS

Date December, 1978

REGION 1

OREGON STATE HIGHWAY DIVISION
COLUMNAR TABULATION SHEET

# FAUS FUND STATUS - 25 SMALL URBAN AREAS

MAY 1, 1979 ✓

AREAS with request for 3 year advancement of funds (Req. 1)

SHEET ..... OF ..... SHEETS

| URBAN AREA | TOTAL ALLOCATION | COMMITTED | BALANCE ± | TOTAL FUNDS | 1 YEAR ALLOCATION | YEARS ± | PRIORITY | | PRIORITY RANKING | URBAN AREA |
|---|---|---|---|---|---|---|---|---|---|---|
| ALBANY | 611,018 | 533,483 | -77,535 | 88,000 | 102,000 | 0.76 | 9 | | 1 | LEBANON |
| ASHLAND | 399,251 | 574,367 | -175,116 | -199,000 | 64,000 | -2.73 | 16 | | 2 | NEWPORT |
| ASTORIA | 292,803 | 215,700 | 77,103 | 88,000 | 45,000 | 1.71 | 5 | | 3 | ROSEBURG |
| BAKER | 260,817 | 280,546 | -19,729 | -22,000 | 41,000 | -0.48 | 12 | | 4 | GRANTS PASS |
| BEND | 438,433 | 698,389 | -259,956 | -295,000 | 70,000 | -3.71 | 20 | | 5 | ASTORIA |
| COOS BAY | 634,030 | 1,022,605 | -388,575 | -441,000 | 102,000 | -3.81 | 21 | | 6 | ONTARIO |
| CORVALLIS | 1,081,514 | 1,739,867 | -658,353 | -748,000 | 164,000 | -4.01 | 23 | | 7 | PENDLETON |
| COTTAGE GROVE | 184,510 | 201,335 | -16,825 | -19,000 | 30,000 | -0.56 | 13 | | 8 | ST. HELENS |
| DALLAS | 208,007 | 636,028 | -428,021 | -486,000 | 34,000 | -12.59 | 25 | | 9 | ALBANY |
| FOREST GROVE 10-17-78 | 318,089 | 297,714 | -19,625 | -22,000 | 46,000 | -.42 | 11 | | 10 | MEDFORD |
| GRANTS PASS | 369,560 | 257,040 | 112,520 | 127,000 | 59,000 | 1.91 | 4 | | 11 | FOREST GROVE |
| KLAMATH FALLS | 918,192 | 1,209,437 | -291,245 | -331,000 | 149,000 | -1.95 | 14 | | 12 | BAKER |
| LA GRANDE | 291,049 | 444,647 | -153,598 | -174,000 | 49,000 | -3.13 | 18 | | 13 | COTTAGE GROVE |
| LEBANON | 225,344 | | 0 | 225,344 | 256,000 | 37,000 | 6.09 | 1 | 14 | KLAMATH FALLS |
| MCMINNVILLE | 344,908 | 564,860 | -219,952 | -250,000 | 56,000 | -3.92 | 22 | | 15 | MONMOUTH |
| MEDFORD | 939,927 | 968,913 | -28,986 | -33,000 | 158,000 | -0.18 | 10 | | 16 | ASHLAND |
| MONMOUTH | 164,404 | 233,190 | -68,786 | -78,000 | 26,000 | -2.64 | 15 | | 17 | WOODBURN |
| NEWBERG | 226,801 | 343,606 | -116,805 | -133,000 | 37,000 | -3.15 | 19 | | 18 | LA GRANDE |
| NEWPORT | 164,257 | 105,588 | 58,669 | 67,000 | 27,000 | 2.17 | 2 | | 19 | NEWBERG |
| ONTARIO | 212,614 | 158,393 | 54,221 | 62,000 | 35,000 | 1.55 | 6 | | 20 | BEND |
| PENDLETON | 387,294 | 294,603 | 92,691 | 105,000 | 62,000 | 1.50 | 7 | | 21 | COOS BAY |
| ROSEBURG | 444,029 | 289,698 | 154,331 | 175,000 | 73,000 | 2.11 | 3 | | 22 | MCMINNVILLE |
| ST. HELENS 5-4-78 | 191,271 | 157,090 | 34,181 | 39,000 | 32,000 | 1.07 | 8 | | 23 | CORVALLIS |
| THE DALLES | 302,278 | 685,281 | -383,003 | -435,000 | 47,000 | -8.15 | 24 | | 24 | THE DALLES |
| WOODBURN | 264,442 | 398,494 | -134,052 | -152,000 | 44,000 | -3.05 | 17 | | 25 | DALLAS |
| TOTAL | $9,834,842 | $12,310,874 | -2,476,032 | | $1,589,000 | | | | | |

# City of St. Helens

P. O. BOX 278
St. Helens, Oregon
97051

May 15, 1979

John Rose
Oregon State Highway Division
5821 N.E. Glisan
Portland, OR

Dear John,

As discussed previously, the City intends to undertake its next Federal Aid - Urban System (F.A.U.S.) activity, the West Street Improvement Project. The project will involve F.A.U. routes 6330 and 6225, and will encompass the placement of approximately 1870 lineal feet of a minimum thirty-two foot pavement. 2 twelve foot travel lanes, 1 eight foot parking strip, and a bike path are proposed.

We have prepared the necessary Project Request forms, the Environmental Assessment, and the F.A.U.S. priority listing. All are enclosed.

As we intend to use our own consulting engineers on the project, we are also proceeding with the consultant review process. The necessary Consultant Agreement is being prepared and will be forwarded to you when completed.

As always, if you have any questions, please feel free to call.

Very truly yours,

George E. Shelley
Administrator

5/15/79

MAX

FOR YOUR HANDLING

Jon

MA PDU ODE TS SPC
ODOT - METRO
MAY 15 1979
AM PPS FILE UP

TECHNICAL
SERVICES UNIT
MAY 15 1979

FEDERAL AID - URBAN SYSTEM

Priority Listing for Funding

City of St. Helens

| PRIORITY | FEDERAL AID CODE | DESCRIPTION |
|---|---|---|
| 1 | 6330 + 6225 | West Street Surfacing from North 11th to 16th, then south from West Street to Wyeth on 16th. |
| 2 | 6270 + 6220 | Continuation of the Truck Route, from South 13th to Gable Road. (Old Portland Road.) |
| 3 | 6300 | Improving and widening of Deer Island Road from West Street to Highway 30. |

# FEDERAL AID PROJECT REQUEST

Applicant Agency City of St. Helens Da May15, 1979

Request for: Off-System____, FAS-C____, FAUSXXXX Project

Federal Aid Route No. 6330 & 6225 Route Name West Street & N. 16th

Project Name West Street Improvement Project

Project Length 1870 feet Project Location (Attach sketch map)

Project Description Surfacing West Street from North 11th to 16th approximately 1320 feet, then south from West to Wyeth on 16th approximately 550 feet. Minimum of 32 foot wide paving with signing and striping. Two 12 foot lanes with one 8 foot parking strip provided for.

Average Daily Traffic To be determined Design Speed 25 miles per hour.

Complete Applicable Sections:

## I. ROADWAY DATA

1. Existing Roadway: (Attach sketch) Not available

   Width approx 32' Travel Lanes --- Shoulders ---
   Medians --- Parking none
   Sidewalks none
   Remarks the existing roadway is gravel-surfaced from 11th to 16th and from West to Wyeth.

2. Desired Roadway Cross Section: (Attach sketch)

   Width 32 feet Travel Lanes 2 X 12' Shoulders ---
   Medians -- Parking 1 X 8'
   Curbed no Length Curb Radii to be determined
   Sidewalk/Bikeway A Class III bike path is proposed.
   Remarks ---

## II. RIGHT-OF-WAY DATA

1. Existing Right-of-Way:

   General Width 80 feet Minimum 60 feet?? Maximum 80 feet

2. Has right-of-way been acquired for this project subsequent to January 2, 1971?
   Yes_____ No XXX

3. Will additional right-of-way be needed? Yes_____ No XXX
   If answer is "yes," will cost of right-of-way be subject to Federal reimbursement? Yes_____ No_____
   Remarks

## III. TRAFFIC CONTROL DATA

1. Existing Signalization and Location:

   none

2. Proposed Signalization: NONE

Location _____

_____

Type _____

Phases _____

Type of Suspension _____

Interconnected _____

Remarks _____

_____

3. Permanent Signing:

Include in project or by applicant? include in project

_____

4. Permanent Striping:

Include in project or by applicant? include in project

_____

IV. ILLUMINATION DATA NOT APPLICABLE

1. Existing Illumination and Location:

_____

_____

_____

2. Proposed Illumination:

Location _____

Type _____

_____

Remarks _____

_____

V. STRUCTURE DATA NOT APPLICABLE

1. Existing Structure:

Location _____

Type _____

Approach Roadway Width _____ Shoulder Width _____

Length _____ Width _____

To remain in place? _____

_____

2. Proposed Structure:

Location _____

_____

Approximate Size: Length _____ Width _____

Are sidewalk/bikeways desired?_____

Are any utilities to be attached to structure?_____

Are provisions for illumination desired?_____

Are there any unusual or complicating conditions?_____

Remarks_____

VI. RAILROAD DATA

1. Are there any railroad crossings? Yes_____ No XXX

Name of Railroad_____
Existing Crossing Protection_____

2. Will existing railroad crossing be altered?_____

Remarks_____

VII. ACTION PLAN REQUIREMENTS

During project development for Category 1, 2, and 3 projects, the city or county shall perform and document responsibilities as found indexed in the Oregon Action Plan, particularly Citizen Involvement and Participation; Environmental Aspects; and Public Hearing Requirements.

The OSHD Region Engineer will provide assistance, liaison and monitoring for these activities.

Responsible local office and party to be contacted for the following activities:

1. Citizen Involvement — City of St. Helens -- George E. Shelley Office
2. Environmental — " " Office
3. Public Hearing — " " Office

Remarks_____

VIII. GENERAL INFORMATION

1. Project preliminary engineering to be performed by:

Applicant_____ State_____ Consultant XXX

2. Project construction engineering to be performed by:

Applicant_____ State_____ Consultant XXX

3. Will applicant perform any work prior to or after award of contract?
Yes_____ No XXX
If "yes," describe briefly: _____

4. Applicant's estimate of cost for requested project:

| | |
|---|---|
| Roadway Work | $ ~~27,000~~ 82,000. |
| Right-of-way costs (if participating) | |
| Traffic control | |
| Illumination | |
| Structures | |
| Railroad | |
| Other Engr. & Contingencies (20%) | ~~3,000~~ 16,400. |
| Preliminary engineering | 10,000. |
| PROJECT TOTAL | $ ~~30,000~~ 108,400. ★ |

Remarks ★ Estimate revised as per meeting on May 31, 1979 between Jon Rose, E.J. Dunn and George Shelley.

E.C. Meehan
6-5-79.

THIS APPLICATION IS AN OFFICIAL REQUEST FROM:

CITY OF ST. HELENS XXXXXX _____ COUNTY

By George E. Shelley
George E. Shelley
~~By~~XXX City Administrator

By_____

By_____

By_____

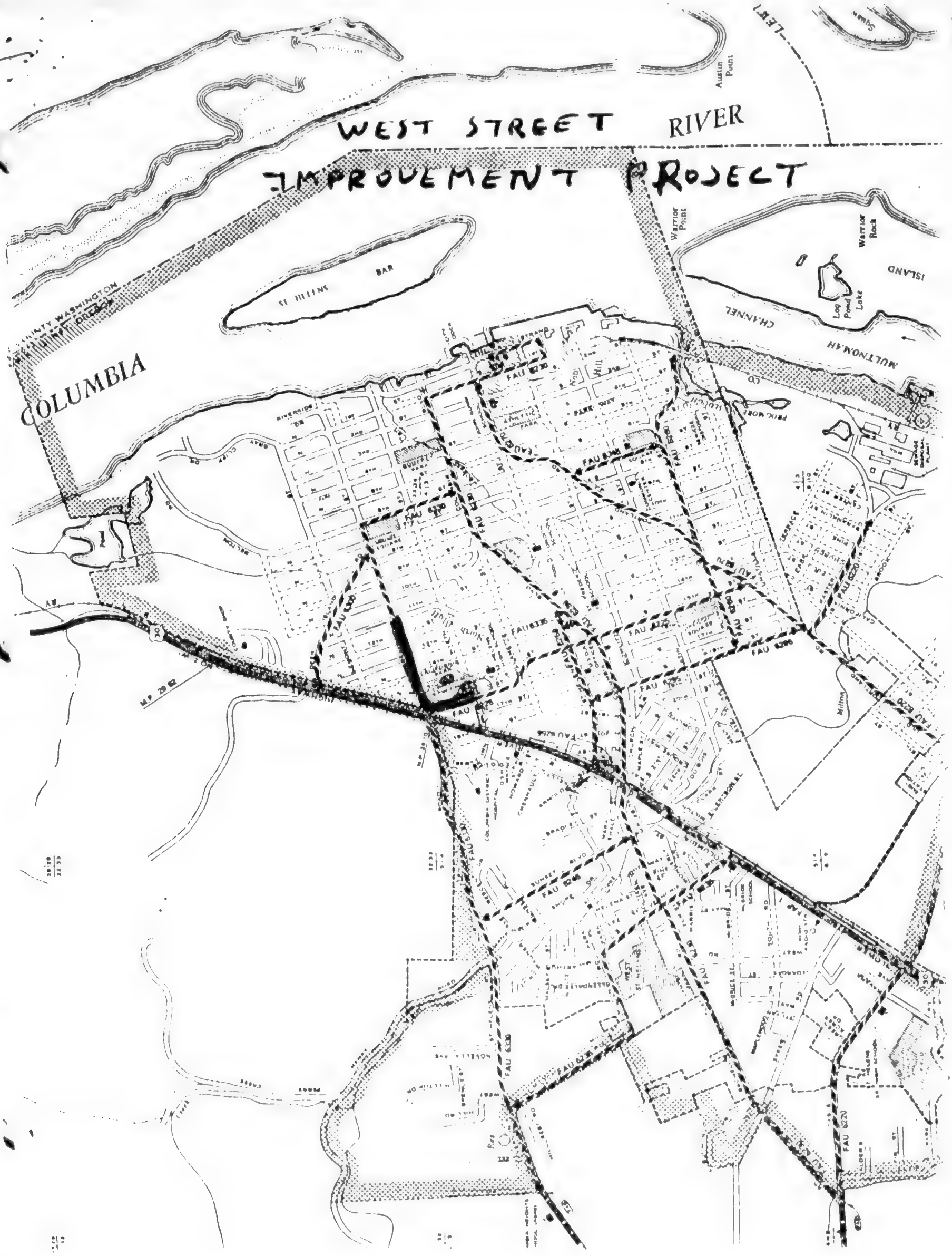
SUMMARY—BID SCHEDULE—COST ESTIMATE Date 1 6/4/79 1

Section West St. 11th To 16th ± & West To Wyeth St. County Columbia
City of St. Helens

Kind Of Work Grading & Paving Length _____ Name E.J. DUNN

| No | ITEM | Code | Unit | Quant. | Unit Cost | Total |
|---|---|---|---|---|---|---|
| | Gen Exc: $\frac{1' \times 1320' \times 38.7}{27} = 1892$ C.Y. | | | | (Re-Con Est.) | |
| | | | | | | |
| | | | | | | |
| | | | | | | |
| | BID ITEMS | | | | | |
| | Mobilization 9% | | L.S. | | | 6150 |
| | Temp Prot & Direction of Traffic 3% | | L.S. | | | 2050 |
| | Temp Signs: 2-Men Working 4'x4' 2 Rd Const Ah. 4'x4' | | Sq Ft. | 32 | 6.00 | 192 |
| | Clearing & Grubbing 4% | | L.S. | | | 2730 |
| | Removal of Structures & Ob. 4% | | L.S. | | | 2730 |
| | General Exc. | | C.Y. | 1,892 | 6.00 | 11,352 |
| | Agg Leveling Course | | C.Y. | 509 | 12.00 | 6108 |
| | Agg Base | | C.Y. | 1,693 | 10.50 | 17,777 |
| | Watering | | M.gal | 55 | 10.00 | 550 |
| | Asphaltic Concrete (Incl. Liquid) | | Ton | 1,087 | 27.00 | 29,349 |
| | Adjust Manholes | | Each | 3 | 1,000.00 | 3,000 |
| | Adjust Water Valves (By others) | | — | — | — | — |
| | Subtotal | | | | | 81,988 |
| | Engineering & Contingencies 20% | | | | | 16,400 |
| | Subtotal | | | | | 98,388 |
| | Preliminary Engineering (10%) | | | | 9,840 | ~~3,000~~ |
| | TOTAL | | | | 108,228 | ~~101,388~~ |
| | | | | | | |
| | | | | | | |
| | | | | | | |
| | | | | | | |

# WEST STREET IMPROVEMENT PROJECT



Project N. 11th St. - Wyeth St., West St. & N. 16th St.

Agency City of St. Helens Date June 20, 1979

Type of Project Grading, Paving

Funds SOS e(4) (FAUS) FASC Title II HBR

The agreement on this project should provide for the following responsibilities where applicable:

| | N/A | State | Applicant | Consultant |
|---|---|---|---|---|
| Major PE | ( ) | ( ) | ( ) | X |
| Monitor PE | ( ) | X | ( ) | (-) |
| Field Survey | ( ) | ( ) | ( ) | X |
| Prepare Environmental Statements | ( ) | ( ) | X | ( ) |
| Review & Process Envir. Statements | ( ) | X | ( ) | ( ) |
| Public Hearings | ( ) | ( ) | X | ( ) |
| Citizen Involvement | ( ) | ( ) | X | ( ) |
| Action Plan Requirements | ( ) | ( ) | X | ( ) |
| Preliminary Design Plans & Specs. | ( ) | ( ) | ( ) | X |
| Prepare for Contract Bids | ( ) | X | ( ) | ( ) |
| Advertise, Let and Award | ( ) | X | ( ) | ( ) |
| Major Construction Engineering | ( ) | ( ) | ( ) | X |
| Lab Testing, Final Checking | ( ) | X | ( ) | ( ) |
| Utility Responsibility | ( ) | ( ) | (X) | ( ) |
| Maintenance After Completion | ( ) | ( ) | (X) | ( ) |
| Signal Maintenance | (X) | ( ) | ( ) | ( ) |
| Power Consumption | (X) | ( ) | ( ) | ( ) |
| Local Match | ( ) | ( ) | (X) | ( ) |
| Provide for Right-of-way Agreement | | (Yes) | No | |

Construction by Contract (X) State Forces ( ) Local Forces ( )

Advance Deposit Required PE (X) Construction ( ) N/A ( )

State will Advertise, Let and Award All Contracts

State will Monitor Preliminary Engineering and Construction Activities for Federal Compliance

Remarks:

1980 4th St. @ "E" & "F" 9179
Sts. in Grants Pass
(traffic signal)

Smead
No. 2-152-5L

C+A 7199 4-30-80

9177

B

December 14, 1982

Employers Insurance of Wausau
2000 Westwood Drive
Wausau, WI 54401

CON 5
#9179

Gentlemen or Ladies:

On October 29, 1982, we wrote to you concerning release of final payment on Contract No. 9179 awarded to Linnco Electric Co. for traffic signal installation on 4th Street at "E" and "F" Streets in Grants Pass, Josephine County.

Final payment on this contract is $1,500 and the total contract amount is $67,349.50. No work was performed under force account.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

js
cc: Linnco Electric Co.
P. O. Box 925
Albany, OR 97321

bc: C. T. Keasey
Walt Hart
Al Shirley

VICTOR ATIYEH
GOVERNOR

# Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

RECEIVED
DEC 1 1982
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

October 29, 1982

IN REPLY REFER TO
FILE NO.:
CON 5
#9179

Employers Insurance of Wausau
2000 Westwood Drive
Wausau, WI 54401

Gentlemen or Ladies:

Contract No. 9179 awarded to Linnco Electric Co., for traffic signal installation on 4th Street at "E" and "F" Streets in Grants Pass, Josephine County, was completed on October 22, 1982, and accepted by the State Highway Division on October 27, 1982.

Final payment will be released to the contractor as soon as payment processing can be completed, but not before November 3, 1982.

No claims for labor or material have been filed with us against the performance bond on this contract.

Sincerely,

ORIGINAL SIGNED
ROBERT W. GORMSEN

Robert W. Gormsen
COMMISSION SERVICES

Called + checked & has been paid. RWG 12-1-82

cc: Linnco Electric Co.
P. O. Box 925
Albany, OR 97321

Jan. 5-6-83

November 30, 1982

We have not yet received this final payment. Would you please check and advise on this.

RECEIVED
1982

Thank you,

Linnco Electric Co.

9171

REPORT OF ACTION UNDER DELEGATED AUTHORITY BY

ASSISTANT STATE HIGHWAY ENGINEER

On behalf of the Commission and under delegated authority, the following contracts were accepted as being completed according to specifications:

| Contractor and Contract No. | Section and County | Acceptance Date |
|---|---|---|
| Coral Const. Co. No. 9416 | Curry County Pavement Marking Project No. 2 Curry County | October 12, 1982 |
| W. R. Grasle Co. No. 9349 | NW Cornell Rd. @ NW Barnes and Saltzman Roads Washington County | October 13, 1982 |
| Ajax Electric Co., Inc. No. 9309 | Oswego Hwy. @ Cedaroak Dr. & Hidden Springs Rd. (West Linn) Clackamas County | October 13, 1982 |
| Linnco Electric Co. No. 9179 | 4th St. @ "E" & "F" Sts. (Grants Pass) Josephine County | October 27, 1982 |
| Eterna-Line Corp. No. 9341 | Benton County Pavement Marking Project No. 2 Benton County | October 27, 1982 |

November 3, 1982

W. E. Schwartz, P.E.
Asst. State Highway Engineer

FORM 734-3001

# FIELD ENGINEER'S WEEKLY REPORT

OREGON STATE HIGHWAY DIVISION

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

| | | |
|---|---|---|
| SECTION: 4th Street @ E&F Sts (Grants Pass) | | WEEK ENDING: March 13,1982 |
| | | SECTION PREFIX: 17-8221 |
| HIGHWAY: City Streets | | COUNTY: Josephine |
| NAME OF JOB: 4th Street @ E&F Sts (Grants Pass) | KIND OF WORK: Traffic Signal Installation | |
| CONTRACTOR: Linnco Electric Company | CONTRACT NUMBER: 9179 | FEDERAL AID PROJECT NUMBER: State |
| DATE OF CONTRACT: September 12,1980 | DATE WORK STARTED: April 29,1981 | ESTIMATED COMPLETION DATE: |
| AVERAGE FORCE ON PROJECT FOR THE WEEK — MEN: 0 SUPERVISION: 0 | SPECIFIED WORK DAYS: 200 | WORK DAYS USED: 307.5 |
| | SPECIFIED CALENDAR DAYS | CALENDAR DAYS USED |
| PROJECT AUTHORIZATION: $ 77,999.12 | SPECIFIED COMPLETION DATE: | PERCENT OF TIME ELAPSED: 154 |
| EXCLUSIVE OF ENGINEERING: $ 71,186.97 | ENGINEERING AUTHORIZATION: $ 6,812.15 | PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100 |
| ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 62,968.50 | ENGINEERING COST TO DATE: $ 9,650.00 | PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 100 |
| ESTIMATED PERCENT OVERRUN UNDERRUN: -12 % | PERCENT OF AUTHORIZATION: 142 % | DATE PROJECT WAS COMPLETED: September 14,1981 |

## ESTIMATED PERCENT COMPLETE (ROADWORK)

| CLEARING | DRAINAGE | GRADING | BASE | OIL AND/OR PAVE. | MAT'L PROD | | |
|---|---|---|---|---|---|---|---|
| | | | | | | | |

| | GRADING | SURFACING | MAINTENANCE MATERIALS | OIL & BITUMINOUS MACADAM | PAVING |
|---|---|---|---|---|---|
| MILES IN PROJECT | | | | | |
| MILES PARTIALLY COMPLETED | | | | | |
| MILES COMPLETED | | | | | |
| TOTAL ESTIMATED QUANTITIES (CONTRACT) | | | | | |
| TOTAL QUANTITIES CORRECTED TO DATE | | | | | |
| ESTIMATED QUANTITIES MOVED OR PLACED TO DATE | | | | | |
| AVERAGE DAILY QUANTITIES | | | | | |
| AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME | | | | | |
| NUMBER OF SHIFTS PER DAY | | | | | |
| HOURS PER SHIFT | | | | | |

EQUIPMENT USED DURING THE WEEK.

NONE

## ESTIMATED PERCENT COMPLETE (STRUCTURES)

| BRIDGE NO. | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| PERCENT | | | | | | | | |

| | WEATHER | WORK DAYS CHARGED | HOURS DELAY | CAUSE OF DELAY |
|---|---|---|---|---|
| SUNDAY | NA | | | |
| MONDAY | | | | |
| TUESDAY | | | | |
| WEDNESDAY | | | | |
| THURSDAY | | | | |
| FRIDAY | | | | |
| SATURDAY | | | | |

| GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK | |
|---|---|
| SUNDAY | |
| MONDAY | |
| TUESDAY | |
| WEDNESDAY | |
| THURSDAY | |
| FRIDAY | |
| SATURDAY | |

**REMARKS**

The project is completed except for paperwork from contractor. ?

SIGNED [signature] for Maude LOCATION Medford

PRIME RESIDENT SUBMIT 2 COPIES WHEN BRIDGES AND GRADING BOTH ARE INVOLVED SUBMIT 3 COPIES

SP-F216

VICTOR ATIYEH
GOVERNOR

*Department of Transportation*
# STATE HIGHWAY DIVISION

IN REPLY REFER TO
FILE NO

December 18, 1981

CON 5 #9179

Linnco Electric Company
P.O. Box 925
Albany, OR 97321

RE: Time Extension Request
4th Street @ E & F Sts. (Grants Pass)
State Project
Contract No. 9179

Gentlemen:

Your request for 150 days of additional contract time to complete the referenced project has been carefully considered. The loss of time attributed to inadequate shop drawings is assignable to human error and within the control of your supplier. No time can be granted for this delay. Shop drawings were reviewed by the State and returned within a normal time period. The second submittal and review was occasioned by an inadequate initial submittal. No time can be granted as the facts do not support a failure to act promptly by the State.

Our analysis indicated the plan changes associated with Price Agreement No. 1 and Price Agreement No. 2 did affect the time required for completion of this project. Even though your delay in scheduling a pre-construction conference and other actions contributed to the length of the delay, a strict interpretation of the specifications requires a granting of additional time. A time extension of 107½ calendar days is granted in accordance with that portion of Section 108.04 of the Standard Specifications allowing additional time for plan and/or specification changes. This will increase the allowable time to 307½ days and leave no liquidated damages.

Since sufficient time was granted to relieve you of all liquidated damages for other reasons, your requests for additional time relating to service cabinet circuit breakers and pre-emption detector cable were not analyzed or considered.

If you have any questions on this decision, please contact the Resident Engineer.

RECEIVED
STATE HWY ENGR
DEC 18 '81
REFER TO
FOR
Info | Inves | R/D | D R | Sign | Act | File

Sincerely,

C. T. Keasey, P.E., P.L.S.
Assistant State Highway Engineer

CTK:KM:cb
bc. H.S. Coulter (w/att.), A. Shirley, Jr. (w/att.), W. Maude (w/att.), B. Church

Form 734-3123

STATE OF OREGON

# INTEROFFICE MEMO

TO: O.B. Jackmond

DATE: December 16, 1981

FROM: Keith Martin

SUBJECT: Time Extension Analysis
4th St. @ E & F St. (Grants Pass)
State Project
Contract No. 9179

ASHE — CAE ✓ — FOE — QCE — SCS — EEO

RECEIVED
DEC 17 1981
CONSTRUCTION BRANCH

OM — CA — LE — TC — FE — CP

The contractor has requested an increase of time from the 200 calendar days specified to 350 calendar days for completion of this project. The contractor actually used 307½ calendar days.

Four separate reasons for the delay were claimed in the contractor's request.

| | |
|---|---|
| Revision of Mast Arms & Poles | 102 days |
| Revision of Anchor Bolts | 43 days |
| Revision of Service Cabinet | 11 days |
| Replacing of Preemption Detector Cable | ½ day |
| Total | 156½ days |

An analysis of each claimed delay follows:

1. Revision of Mast Arms and Poles.

The contractor's chronology for this item includes an assignment of "days lost" between key event. The 150 total "days lost" are then attributed to 21 days for suppliers revision of shop drawings, 81 days for failure of the state to carry out its duties promptly and 48 days for failure of the contractor to act promptly.

The contractor's claim that drawing revisions were beyond his control and caused by the plan change was unfounded. Revised contract drawings had been furnished to the contractor approximately 100 days before shop drawings were submitted to the state. Most of the shop drawing errors were related to poles not involved in the change. The supplier was able to correct the shop drawings using plans and standards already received from the state. While the contractor did not produce the faulty shop drawings within his organization, he did choose the supplier producing the faulty drawings. The delay attributed to revision and resubmittal of shop drawings is assignable to human error and not a valid basis to grant a time extension.

The contractor has claimed a 24 day and a 25 day period from the time he mailed shop drawings to the state until the date drawings were returned constitutes

12-18-81

CTK -

I concur with Martin's recommendation to grant a time extension of 107½ C.D. and eliminate all liquidated damages due to delays resulting for a late change order.

a "Failure of the State to carry out its duties promptly". He has asked a return of all 49 days used. The contractor's demand of a zero day turnaround, including transmittal time is, of course, absurd. Normally, we would anticipate up to three weeks for review, not including transmittal time to and from the contractor. These drawings were reviewed within the normal period. I recommend no time be allowed for this reason.

The contractor's narrative and chronology assigns responsibility for specific periods of delay in negotiating this change order to either the State or the contractor. His narrative also includes a section titled "changes in the Plans". In this section he argues all lost days can be attributed to the plan changes. His narrative does not include much detail or quantify the actual time of this delay. When this argument is analyzed, it is found to be a rational approach. The following chronology relates to negotiation of this change.

8-25-80 Letter from Resident Engineer to Linn Co. Electric transmits revised drawing and requests price quote.

8-26-80 Letter from Commission Services to Linn Co. Electric. Bid has been accepted and contract will be awarded subject to concurrence of the City of Grants Pass.

9-12-80 Letter from Commission Services to Linn Co. Electric. Contract awarded with copies forwarded for signature.

9-24-80 Calendar day count commences.

10-7-80 Letter from Linn Co. Electric to Resident Engineer. Transmits quote for plan revisions.

11-4-80 Letter from Resident Engineer to Linn Co. Electric. Requests pre-job conference at an early date. Will discuss details of changes at meeting. States belief changes can be completed during progress of contract.

11-20-80 Letter from Linn Co. Electric to Resident Engineer. Notice of intent to claim a time extension. Requests direction on proposed change.

11-24-80 Letter from Resident Engineer to Linn Co. Electric. Directs contractor to proceed with work on revised drawings.

A careful reading of this correspondence reveals that at no time from the initial August 25 letter until the November 24 letter was the contractor unequivocally told the changes would be required. Because of changes in Resident Engineer assignments and an unacceptable cost quote from Linn Co., Linn Co. did not receive a reply to the 10-7-80 quote until the 12-8-80 pre-construction conference.

The initial step in a signal project is preparation of shop drawings by the supplier. It would have been reasonable for Linn Co. Electric to request shop drawings from the supplier upon receipt of the 8-26-80 notification that their low bid had been accepted. Linn Co. Electric claims this was not done because of the proposed change. Linn Co. was furnished written instructions to proceed 90 days later in the 9-24-80 letter. At the time this 9-24-80 letter was received, the contractor was placed in the same position he would have been when the 8-26-80 letter was received had no change in plans been initiated.

Both residents assigned to this project thought they had given the contractor adequate notice to proceed. They also have strong suspicion the delay in starting this work was a result of contractor inefficiencies rather than actions of the state. However, records available in the files supports the contractor's contention. For this reason, I recommend the contractor be allowed 90 additional calendar days from the period 8-26-80 through 9-24-80.

2. Revision of Anchor Bolts.

The contractor is correct in his statement that anchor bolt specifications were revised during the contract. Specifications were actually changed after the shop drawings were originally checked by the State with no comments on bolt dimensions. Once the State approved Price Agreement #2 which increased payment for the bolt revision, I think we also became responsible for delays associated with this revision.

As noted in Bill Maude's October 19, 1981 letter, the extent of delay is difficult to analyze using the contractor's methods. However, the 30 day difference in delivery dates between the standard bolts and the revised bolts indicate the actual impact of the revision. I agree with Bill Maude that this 30 day period is the actual delay. I do not agree with Bill's conclusion that 26 days of the bolt delays should not be allowed because of the contractor's failure to set poles in a timely fashion during a later contract period. The question is "who owns the float time?". Since the specifications do not address this question, I believe it belongs to the contractor. With this assumption, I recommend the contractor be allowed 30 additional calendar days for anchor bolt revisions.

3. Revision of Service Cabinet.

I have recommended enough time on the first two reasons to relieve the contractor of all liquidated damages. Since no more time is required, I will not analyze this reason.

4. Replacing of Preemption Detector Cable.

This will not be analyzed for the same reasons noted for the Service Cabinet Revisions.

A summary of the contractors request and State recommendations follows:

| Reason | Contractor | Bill Maude | Keith Martin |
|---|---|---|---|
| Mast Arm Revision | 102 | -0- | 90 |
| Anchor Bolt Revision | 43 | 4 | 30 |
| Service Cabinet Revision | 11 | 5½ | no recommendation |
| Preemption Cable Replacement | ½ | -0- | " " |
| | 156½ | 9½ | 120 |

I discussed my analysis and proposed recommendations with Bill Maude. He concurs in my recommendation that the contractor be granted a 107½ day time extension and relieved of all liquidated damages.

KM:cb

August 21, 1980 DES 6

City of Grants Pass
101 N.W. "A" Street
Grants Pass, Oregon 97526

Attn: Ronald Bergman
City Manager

Gentleman:

On August 21, 1980 a satisfactory bid was received from Linnco Electric Co., P.O. Box 925, Albany, Oregon 97321 for 4th Street at "E" and "F" Streets (Grants Pass) Section. The advance deposit based on the anticipated construction cost of their bid is as follows:

| | |
|---|---|
| Bid Items | $ 68,121.50 |
| Permanent Pavement Striping | 2,000.00 |
| Signal Controller Testing (Engineering) | 1,000.00 |
| "Opticom" Testing | 1,000.00 |
| 4 1/2% Contingencies | 3,245.47 |
| 10% Engineering | $ 7,212.15 |
| ESTIMATED TOTAL COST | $ 82,579.12 |

City's Advance Deposit: $ 82,580.00

This project will be awarded upon receipt of your advance deposit, which should be in this office no later than Sept.12,1980.

The attached sheet defines the three options for making your advance deposit. Please select the option you desire and submit your advance deposit in accordance with the instructions.

Very truly yours,

D. E. Swan
Operation Programming Engineer

1-9-80
Ayres says a Hearing is being scheduled by City Should be closed in two days

KH:sr

bc: w/AD #806: Region 3 Federal Aid Engineer Jack Ayres
Vern Skoog-Please return completed AD#806 when check is received.

VICTOR ATIYEH
GOVERNOR

*Department of Transportation*
# HIGHWAY DIVISION
Region 3
P.O. BOX 1128, ROSEBURG, OREGON 97470 PHONE [redacted] 440-3399

Ronald Bergman
City Manager
City of Grants Pass
101 N.W. "A" Street
Grants Pass, OR 97526

June 20, 1980

In Reply Refer to
File No.: PRO 6

Dear Ron:

Attached is a copy of the cost estimate and breakdown for the proposed traffic signal installation on 4th Street at "E" and "F" in the City of Grants Pass. This is per our telephone conversation as of this date.

A formal request with the exact amount will be made at the time of the bid opening.

Cordially,

ALFRED SHIRLEY, JR.
Regional Engineer

ORIGINAL SIGNED BY JACK AYRES
REGIONAL FEDERAL AID ENGINEER

By JACK AYRES
Regional Federal-Aid Engineer

ja/cp
attach.
cc: D.H. Moehring
George Thornton
Keith Martin

PROJECT MANAGEMENT BRANCH
ASHE SIE
PLE PME

REFERRED TO [redacted]
FOR
FILE: PM FA LG

Form 734-3122

Section 4th St. at "E" & "5 Sts. (Grants Pass) Program Estimate $ 97,000 Bem

Highway City Sts. Project Length —

County Josephine Completion Time 200 CD

Kind of Work Traffic Signals Est. Comp. Date March 12, '81

Prefix 17-8218 Letting Date July 31, '80 Project No. STATE

## ESTIMATED CONSTRUCTION AUTHORIZATION

| | | |
|---|---|---|
| Estimated Contract Amount | | $ 81,647 00 |
| Anticipated Additional Items: | | |
| Royalty Payment | | |
| Permit Fees | | |
| Slide Correction | | |
| Railroad Protective Costs | | |
| Other Railroad Costs | | |
| Permanent Signing | | |
| Permanent Pavement Striping | | |
| Temporary Pavement Striping | 1,000 | |
| Remove Pavement Striping (Exist. & Temp.) | | |
| Temporary Erosion Control | | |
| State Furnished _____ | | |
| Roadside Seeding & Mulching | | |
| Asphalt Cement Adjustment | | $ 3,320 00 |
| On the Job Trainees | | |
| State Responsibility for Damages | | |
| Signal Controller Testing (Engineering) | | |
| Bikeway Signs | 1,360 | |
| Furnish Mailbox Posts | | |
| Adjust Utilities: | | |
| _____ | | |
| "Opticom" testing | 960 | |
| _____ | | |
| _____ | | |
| _____ | | |
| Subtotal | | $ 84,967 00 |
| Contingencies (4-1/2%) | | 3,823 52 |
| Engineering (~~8~~, ~~9~~, (10%)) | | 8,496 70 |
| ~~Subtotal~~ | | $ |
| Credit for _____ | | |
| Estimated Net Authorization, Construction | | $ 97,287 22 |

APPROVED

_____

Road Design Engineer

OREGON STATE HIGHWAY DIVISION

~~SUMMARY BID SCHEDULE~~ -COST ESTIMATE

Sheet 1 of 1

Date June 9, 1980

Section 4th St. at "E" & "F" Sts. (Grants Pass) County Josephine

Kind Of Work Traffic Signals Length - Name Bricher

| No | Item | Code | Unit | Quant. | Unit Cost | Total |
|---|---|---|---|---|---|---|
| | | | | | | |
| | Temporary Protection and Direction of Traffic | | All | All | - | 1,079 |
| | Temporary Signs | | Sq. Ft. | 141 | 6 | 846 |
| | Flagmen | | Hour | 80 | 22 50 | 1,800 |
| | Traffic Signal Installation, Complete | | All | All | - | 77,922 |

Bem

Section 4th St. at "E" & "Sts. (Grants Pass) Programming Estimate $ 97,000

Highway City Sts. Project Length —

County Josephine Completion Time 200 CD

Kind of Work Traffic Signals Est. Comp. Date March 12, '81

Prefix 17-8218 Letting Date July 31, '80 Project No. STATE

## ESTIMATED CONSTRUCTION AUTHORIZATION

Estimated Contract Amount . . . . . $ 81,647.00

Anticipated Additional Items:

| | | |
|---|---|---|
| Royalty Payment | | |
| Permit Fees | | |
| Slide Correction | | |
| Railroad Protective Costs | | |
| Other Railroad Costs | | |
| Permanent Signing | | |
| Permanent Pavement Striping | 1,000 | |
| Temporary Pavement Striping | | |
| Remove Pavement Striping (Exist. & Temp.) | | |
| Temporary Erosion Control | | |
| State Furnished _____ | | |
| Roadside Seeding & Mulching | | $ 3,320.00 |
| Asphalt Cement Adjustment | | |
| On the Job Trainees | | |
| State Responsibility for Damages | | |
| Signal Controller Testing (Engineering) | 1,360 | |
| Bikeway Signs | | |
| Furnish Mailbox Posts | | |
| Adjust Utilities: | | |
| _____ | | |
| "Opticom" testing | 960 | |
| _____ | | |
| _____ | | |
| _____ | | |

Subtotal $ 84,967.00

Contingencies (4-1/2%) . . . . . 3,823.52

Engineering (~~8~~, ~~9~~, (10%)) . . . . . 8,496.70

~~Subtotal~~ $

Credit for _____ . . . . . /

Estimated Net Authorization, Construction . . . . . $ 97,287.22

APPROVED

Sent to Jack. Agreed. Region III, to notify City KEthredge 6-19-80

Road Design Engineer

REGON STATE HIGHWAY DIVISION

~~SUMMARY BID SCHEDULE~~ -COST ESTIMATE

Sheet 1 of 1

Date June 9, 1980

Section 4th St. at "E" & "F" Sts. (Grants Pass) County Josephine

Kind Of Work Traffic Signals Length - Name Bricher

| No | Item | Code | Unit | Quant. | Unit Cost | Total |
|---|---|---|---|---|---|---|
| | Temporary Protection and Direction of Traffic | | All | All | - | 1,079 |
| | Temporary Signs | | Sq. Ft. | 141 | 6- | 846 |
| | Flagmen | | Hour | 80 | 22 50 | 1,800 |
| | Traffic Signal Installation, Complete | | All | All | - | 77,922 |

April 30, 1980

City of Grants Pass
City Hall
Grants Pass, OR 97526

AGR 4

Attention: Richard G. Edelblute
City Recorder

MISC. CONTRACTS and
AGREEMENTS No. 7111

Gentlemen:

Attached for your records is a fully executed copy of an agreement for the installation of traffic signal equipment on the Rogue River Loop Highway (E and F Streets) at Fourth Street.

We have retained a fully executed copy of this agreement for the Transportation Commission's files.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

dmc
Attachment

bc: Don Harwell (conf. agree. att.)

117 DOT Building
Salem, Oregon 97310

Highway # 9017

Attention: Right-of-Way Section

Prefix 17-8218

Subject: Federal Aid Project No.
Project Name 4th St. at E & F Sts. (Grants Pass) City St.

Regarding the above referred to federal aid project, we hereby certify that to the best of our knowledge and belief:

A. Existing Right-of-Way

☒ 1. All construction can be accomplished completely within the existing right-of-way. This existing right-of-way was acquired prior to January 2, 1971.

B. New Right-of-Way

☐ 1. This project required additional right-of-way purchased after January 2, 1971. Right-of-way, easements, or rights-of-entry required for this project have been secured in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, and all incidental charges related to the transfer of property will be paid by the city in accordance with said Act.

☐ a. There has been no displacement of persons from residences, farms or businesses.

OR

☐ b. There has been displacement of persons from either residences, farms or businesses and in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, displaced persons, businesses, or farm operations have been provided relocation payments, if eligible, and relocation assistance. Displaced individuals or families have been relocated to decent, safe and sanitary housing or have been offered decent, safe, sanitary and fair housing immediately available on the open market.

C. Utilities

☒ 1. The occupancy and/or adjustment of existing utilities within the right-of-way of the above referred to federal aid project have been authorized by permit, franchise, or other approved procedure.

Signed at Grants Pass, Oregon, this 30th day of January, 1980

City of Grants Pass

Certified By

Regional Right-of-Way Supervisor
Date 2/7/80

Mayor

City MANAGER

Instructions: Complete A or B and C.
R/W File No. _____
Rev. 1/75

NOTED
F.C. FILE

STATE OF OREGON

INTEROFFICE MEMO

Highway - Traffic (DEPT.) 378-6537 (TELEPHONE)

TO: D. E. Swan
Operation Programming Engineer

DATE: October 26, 1979

FROM: L. E. George
Traffic Engineer

SUBJECT: Traffic Signal Agreement
Fourth Street at "E" and "F" Streets
Rogue River Loop Highway No. 260
City of Grants Pass

Subject draft has been reviewed and some items should be corrected.

1. RECITALS - Paragraph 2

   The Rogue River Loop Highway now traverses "E" and "F" Streets in this area. This is a couplet for this portion of the highway. Fourth Street is a city street and not a part of the highway.

2. STATE OBLIGATIONS - Paragraph 1

   State shall let the contract not the City.

3. CITY OBLIGATIONS

   As the City is paying 100 percent of the costs of this project, we believe that they should have the right to reject any or all bids that are over 10 percent above our estimate.

If you agree, please incorporate in the draft and proceed with negotiations.

L. E. George
Traffic Engineer

BET:ds
Attachment

VICTOR ATIYEH
GOVERNOR

*Department of Transportation*
# HIGHWAY DIVISION
Region 3

P.O. BOX 1128, ROSEBURG, OREGON 97470 PHONE ~~672-6538~~ 440-3399

Mr. Hod Wells
City Engineer
City of Grants Pass
101 N.W. "A" Street
Grants Pass, OR 97526

October 26, 1979

In Reply Refer to
File No.: PRO 6
TRA 7

Dear Mr. Wells:

This will acknowledge your letter of October 23, 1979, regarding the traffic signal design for the intersections of "E" Street and "F" Street at 4th Street.

It is estimated that the design and preparation of plans and specifications will be completed for the February 28, 1980 bid letting. The preparation of the signal design by an outside engineering firm would not expedite the completion of the plans for the bid letting.

As per the submitted resolution, mast arms will be incorporated into the design.

Cordially,

ORIGINAL SIGNED BY ALFRED SHIRLEY, JR.

ALFRED SHIRLEY, JR.
Regional Engineer

NOTED
L.E. GEORGE

as/kdo/cp

cc: L.E. George
Ron Busey

NOTED
DWAYNE HOFSTETTER

RECEIVED
1979
ENGINEERING

NOTED
W.R.

Form 734-0122

city of grants pass
101 n.w. "a" street
grants pass, oregon 97526
(503) 476-3801

October 23, 1979

Alfred Shirley, Jr.
Regional Engineer
Department of Transportation
Highway Division, Region 3
P.O. Box 1128
Roseburg, Oregon 97470

Re: Traffic Signals - 4th Street at E and F, Grants Pass

Dear Mr. Shirley,

In response to your letter (your file no. PRO 6) of October 16, 1979, I have enclosed a check in the amount of $5,500.00 to cover the preliminary engineering costs for the subject project.

I have also enclosed a copy of City of Grants Pass Resolution No. 988 which outlines some items of design criteria that need to be incorporated into the design for the signals on 4th Street at E and F Streets.

The construction of the new E and F Street Couplet is well under way and intersection at 4th and E is complete. The intersection at 4th and F is not yet started, but the design detail shows how it will be once completed.

It is requested that once the plans and specifications are developed to the preliminary stage that we get an opportunity to review them prior to them being finalized for construction.

Confirming our phone conversation of October 19, 1979, the City of Grants Pass will handle the construction portion of traffic signal project. The road work at the two intersections may be complete by the end of 1979, depending upon the weather. Therefore, it is important for us to determine what interim traffic control measures we should employ until the traffic signals will be installed. It is requested that you provide us with an estimate of the completion time for the design and preparation of the bid package.

If it is going to be a considerable time due to the backlog of work in the Traffic Engineering Section, we would appreciate knowing so that we might consider having an engineering firm accomplish the design if that will expedite the completion.

Sincerely,

H. A. Wells, Jr.
City Engineer

HAW/dkl
Enclosures
cc: ✓Jack Ayres

RESOLUTION NO. 988

A RESOLUTION OF THE COUNCIL OF THE CITY OF GRANTS PASS ESTABLISHING A TRAFFIC SIGNAL DEVICE POLICY.

POLICY STATEMENT NO. 30-78

WHEREAS, the City has 32 intersections controlled with traffic signals; and

WHEREAS, additional signals are contemplated with currently approved projects; and

WHEREAS, other signals will be added to the city system as the city grows; and

WHEREAS, there are times when emergency vehicles have difficulty crossing town as well as the two bridges; and

WHEREAS, the City is anticipating several funding programs for traffic signal projects; and

WHEREAS, the City desires to define its traffic signal requirements;

NOW, THEREFORE, BE IT RESOLVED, that the Council of the City of Grants Pass does hereby establish the policy of the city to be as follows:

1. That all traffic signals installed or rehabilitated shall be equipped with emergency vehicle over-ride systems.

2. That all traffic signals installed or rehabilitated shall have controllers which are compatible with microprocessing units designed to coordinate the various intersections with traffic demand.

3. That all traffic signal installations shall be of the metal mast-arm variety.

Passed by the Council and approved by the Mayor February 1, 1978.

ENCLOSURE TO 10/23/79 LT

VICTOR ATIYEH
GOVERNOR

*Department of Transportation*
HIGHWAY DIVISION
Region 3
P.O. BOX 1128, ROSEBURG, OREGON 97470 PHONE ~~672-6538~~ 440-3399

Mr. Ron Bergman
City Manager
City of Grants Pass
101 N.W. "A" Street
Grants Pass, OR 97526

October 16, 1979

In Reply Refer to
File No. PRO 6

Dear Mr. Bergman:

Attached is a preliminary cost estimate for the two proposed traffic signals on 4th Street at "E" and "F" Streets. This estimate has been prepared by the Region Traffic Engineering section and is inclusive of all anticipated costs. However, it is just an estimate and costs may vary somewhat from those shown.

In order to advance this signalization portion of the project to the bid letting stage, I am requesting a check from the City of Grants Pass made out to the Oregon State Highway Commission in the amount of $5500.00 to cover the preliminary engineering.

Please return your check to this office.

Cordially,

ALFRED SHIRLEY, JR.
Regional Engineer

ORIGINAL SIGNED BY JACK AYRES
REGIONAL FEDERAL AID ENGINEER
By JACK AYRES
Regional Federal-Aid Engineer

ja/cp
attach.
cc: D.H. Moehring
L.E. George
George Thornton
Ron Busey

Form 734-3122

12/15/97

# Preliminary Signal Cost Estimate
## 4th St @ E & F" St
## Grants Pass

Preliminary Engineering -

| | | |
|---|---|---|
| 1. Prepare plans | - | #3,500.00 |
| 2. Prepar specifications | - | 1,000.00 |
| 3. Final design | - | 1,000.00 |
| Sub-total | | #5,500.00 |
| 4. Construction | - | #63,000.00 |
| 5. Construction engineering | - | 12,000.00 |
| Total | | #85,500.00 |

The above estimates are for both signal installations.

STATE OF OREGON

INTEROFFICE MEMO

Highway - Traffic (DEPT.) 378-6537 (TELEPHONE)

TO: D. E. Swan
Operations Programming Engineer

ATTN: Mainor Holmes

DATE: October 15, 1979

FROM: L. E. George
Traffic Engineer

SUBJECT: Proposed Traffic Signal Installation
Fourth at "E" and "F" Streets
Rogue River Loop Highway No. 260
Grants Pass

The City wishes to have us design, let, and oversee construction of traffic signals at the subject location. All of the work is to be accomplished at their expense.

As this couplet is now a State Highway, we would be responsible for maintenance, and the City responsible for electrical energy. These signals would also be interconnected to the existing "E" and "F" Streets system.

The City, through the Region office, has submitted vicinity maps of the locations; therefore, approximately $4,000 should cover the remainder of P.E. work to be done. This should be obtained as soon as possible by Region as not to delay design awaiting a prefix. Would you please prepare an appropriate agreement.

L. E. George
Traffic Engineer

BET:jrb
cc: Alfred Shirley, Jr.
K. D. Osborn

717

# Oregon State Highway Division

REGION 3 P.O. BOX 1128 ROSEBURG OR 97470 672-6658

In Reply Refer to File No. PRO 6

March 13, 1979

Ron Bergman
City Manager
City of Grants Pass
101 N. W. "A" Street
Grants Pass OR 97526

Dear Ron:

This letter is further information as outlined in my letter to you of February 22, 1979 concerning the proposed traffic signals at 4th Street and E and F Streets.

The Traffic Engineer's office in Salem has made an investigation based on traffic projections that will result from the new E to F Couplet.

I am happy to advise you that the state is willing to design and administer the contracting of these two signals at city expense. Also, in the event that they later ask the state to assume jurisdiction over the new route, these signals would not jeopardize the decision to accept or reject the proposition.

I believe it is essential that the new E to F Couplet be completely redesigned prior to the design of the signals to be sure there is no confusion and to be sure the signals will fit the new couplet.

Cordially,

ORIGINAL SIGNED BY ALFRED SHIRLEY, JR.

ALFRED SHIRLEY, JR.
Regional Engineer

as/cw

cc H. S. Coulter
L. E. George

RECEIVED
ENGINEERING
MAR 14 '79
REFER TO
FOR
SIGNATURE

Form 734-1522

STATE OF OREGON

INTEROFFICE MEMO

Highway - Traffic DEPT. 378-6537 TELEPHONE

TO: Alfred Shirley, Jr.
Region 3 Engineer

DATE: March 8, 1979

FROM: L. E. George
Traffic Engineer

SUBJECT: Signalization of Two Grants Pass Intersections
Fourth Street at "E" and "F" Streets

In response to Mr. Bergman's letter of February 20, 1979 and your acknowledgment dated February 22, 1979, this office has developed data indicating that the two subject intersections will nearly meet the Minimum Volume Warrant after realignment of "G" Street (Rogue River Loop Highway) to "E" and "F" Streets occurs.

The City was concerned as to what action the State might take if they proceeded to signalize the two locations (not now on the highway system) with current funds and then asked the State to take the route over as a part of the State Highway System. It is understood that these funds would be lost if not used as a part of the current realignment project.

We find the two intersections are very close to meeting the warrants based on manual counts taken in January 1979. Such counts can easily be 10 to 15 percent below similar counts taken in July or August. For this reason, it is assumed that the warrants would be met for signalization.

Please advise the City that we are willing to design and administer the contracting of these two signals at City expense. Also, that in the event they later request the State to assume jurisdiction over the new route that these signals would not jeopardize the decision to accept or reject the proposition.

ORIGINAL SIGNED BY L. E. GEORGE

L. E. George
Traffic Engineer

GLC:ds

bc: H. S. Coulter

RECEIVED
STATE HWY ENGR
MAR - 9 '79
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

1980 Beaverton-Tigard Hwy. 9180
@ Walker Rd. Interchange
(traffic signal)

Smead
No. 2-152-5L

C+A 7300 7-8-80, 10-16-80

October 10, 1983

United Pacific/Reliance Insurance Companies
33405 - 8th Avenue So. C-3000
Federal Way, WA 98003

CON 5
#9180

Attention: Gary A. Judd
Bond Claim Department

Gentlemen:

This is in response to your letter dated September 30, 1983, requesting that no further funds be released to Hansen Electric Company, Inc., on Contract No. 9180 for signals on the Beaverton-Tigard Highway at Walker Road Interchange.

In checking with our Accounting Section, they advise that no funds are anticipated on this contract. The contract was accepted by the State on May 28, 1982, and the final contract amount was released after June 8, 1982.

Our Construction Office informs us that the time extension you referred to in your letter was denied by Assistant State Highway Engineer Pat Schwartz on July 18, 1983. If you have any further questions concerning the time extension, please call O. Jackmond at 378-6318.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

FKN:dc

bc: O. Jackmond
Jan Peterson
Robert Church

UNITED PACIFIC/RELIANCE INSURANCE COMPANIES

33405 8TH AVE. SO. ■ C-3000 ■ FEDERAL WAY, WA. 98003 ■ AC 206-952-5000

September 30, 1983

Robert W. Gormsen
Department of Transportation
Transportation Building
Salem, Oregon 97310

Dear Mr. Gormsen:

State of Oregon Contract No: 9180
Walker Road Intersection at Beaverton-Tigard Highway
Prime Contractor: Hansen Electric Co., Inc.

United Pacific Insurance Company, as Surety on this project, hereby requests that no further funds be released to Hansen Electric Company, Inc., on the above captioned contract.

I must request that you inform me of the amount left on this contract and advise me as to the status of the time extension requested by Hansen Electric dated May 27, 1983 on this project. I would appreciate this information at your earliest convenience.

Very truly yours,

UNITED PACIFIC INSURANCE COMPANY

Gary A. Judd
Bond Claim Department

bw

RECEIVED
OCT - 6 1983
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

July 18, 1983

CON

Hansen Electric Co.
1127 S Broadway
P. O. box 1228
Coos Bay, Oregon 97420

Time Extension Request
Walker Road Interchange
Contract No. 9180

Your request for additional contract time in which to complete the above project has been carefully reviewed. Our records indicate that the final estimate and voucher for this contract were mailed to you on June 9, 1982. Your formal request for adjustment of contract time was executed by your Surety on June 6, 1983, and received in our Project Manager's office on June 28, 1983.

Therefore, in accordance with subsections 108.09 and 109.15 of the contract standard specifications, your request is not timely and must be denied.

W. E. Schwartz, P.E.
Assistant State Highway Engineer
for Operations

OBJ:mk st

bc H. S. Coulter
C. T. Keasey
Al Harwood w/att.
Jerry Street w/att.

STATE OF OREGON INTEROFFICE MEMO

TO: C.T. Keasey
Construction Engineer

DATE: July 6, 1983

FROM: Jerry C. Street
Project Manager

Jerry C. Street

SUBJECT: Walker Road Interchange
Beaverton-Tigard Highway
Traffic Signals
Contract No. 9180
Time Extension Claim

Attn: Mr. Bryant Jackmond

Attached find copy of Hansen Electric Company's May 27, 1983, Letter requesting consideration of 66 day time extension request. The third notification for this Contract was submitted on April 14, 1982, and the Final Payment Voucher was dated June 2, 1982. The Contractor was charged 66 days Liquidated Damages. He now seeks to redress this charge. From review of records, the Contractor made mention both in Letters and verbally of submitting a Time Extension Claim Request during the progress of the work. However, this is the first formal request made on the appropriate forms. It far exceeds the time limitation requirements set up in the Standard Specifications and in the Construction Manual. Therefore, I recommend it be denied for these reasons.

JCS:ah

Attachments

CC: M.A. Craft, OSHD, Milwaukie.

7-8-83
W.E. Schwartz -
I concur with Project Mgr. Street.

B Jackmond

CE CAE FOE OCS SCS EEO
RECEIVED
JUL 7 1983
CONSTRUCTION SECTION
OM CA LS TC FE CP

81-125-1387

1120

MOTORS · GEAR MOTORS · CONTROLS · TRANSFORMERS · LAMPS · FUSES · TRANSMISSIONS

# Roseburg Electric Wholesale, Inc.

4 Cc

1590 N.E. STEPHENS ST. • POST OFFICE BOX 1245
ROSEBURG, OREGON 97470
TELEPHONE (503) 673-6656

LIGHTING EQUIPMENT
MOTORS and CONTROL EQUIPMENT

WHOLESALE WIRING SUPPLIES

March 25, 1983

Department of Transportation
Transportation Building
Salem, Oregon 97310

Re: CON 5 #9180

Robert W. Gormsen
Commission Services

Gentlemen:

We filed a claim on February 8, 1982, a copy of which is attached,for material furnished to Hansen Electric Company, Inc. for traffic signal installation on the Beaverton-Tigard Highway at Walker Road Interchange in Washington County.

We have not been paid for this claim and would like to inquire as to the status of payment on this contract.

Very truly yours,

ROSEBURG ELECTRIC WHOLESALE,INC.

Shirley A. Rasmussen
Credit Manager

SAR

RECEIVED
MAR 29 1983
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

MOTORS · GEAR MOTORS · CONTROLS · TRANSFORMERS · LAMPS · FUSES · TRANSMISSIONS

# Roseburg Electric Wholesale, Inc.

1520 N. E. STEPHENS ST. • POST OFFICE BOX 1245
ROSEBURG, OREGON 97470
TELEPHONE (503) 673-6656

GENERAL ELECTRIC
MOTORS and CONTROL EQUIPMENT

WHOLESALE WIRING SUPPLIES

February 8, 1982

Department of Transportation
Transportation Building
Salem, Oregon 97310

Re: OSHD Contract #9180
Hansen Electric Co.,Inc.
Beaverton-Tigard Highway
Your File # CON 5 #9180

Attention: Robert W. Gormsen
Commission Services

Gentlemen:

We, the undersigned, Roseburg Electric Wholesale,Inc. wish to file a claim for material furnished to Hansen Electric Co. for use on the above referenced OSHD Contract #9180. The claim is for the sum of $7,260.00 plus late charges of 2% per month from 4/24/81 thru 1/24/82 in the amount of $1,590.00.

We are withholding partial payment to our supplier Pacific Union Metal Division for the materials involved pending our receipt of payment from Hansen Electric Co.,Inc. Pacific Union Metal has filed a claim with you as per the attached letters.

Very truly yours,

ROSEBURG ELECTRIC WHOLESALE,INC.

Ralph Sims, President

ROS/st
Enc: 2
cc: Hansen Electric Co. Inc.
Pacific Union Metal Division

RECEIVED
MAR 29 1982
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

June 9, 1982

United Pacific Insurance Co.
Fidelity & Surety Department
P. O. Box 1216
Tacoma, WA 98401

CON 5
#9180

Gentlemen:

On June 3, 1982, we wrote to you concerning release of final payment on Contract No. 9180 awarded to Hansen Electric Company, Inc. for traffic signal installation on the Beaverton-Tigard Highway at the Walker Road Interchange Section in Washington County.

Final payment on this contract is $1,000.50 and the total contract amount is $98,745.14. No work was performed under force account.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

kkr
cc: Hansen Electric Company, Inc.
1127 So. Broadway
Coos Bay, OR 97420

bc: C. T. Keasey
Walt Hart
E. L. Hardt

file

REPORT OF ACTION UNDER DELEGATED AUTHORITY BY

CONSTRUCTION ENGINEER

On behalf of the Commission and under authority delegated to me to accept contracts completed according to specifications, I accepted the following:

| Contractor and Contract No. | Section and County | Acceptance Date |
|---|---|---|
| Cascade Const. Co. No. 9327 | Arterial St. Overlay Proj. No. 2 (Portland) Multnomah County | May 12, 1982 |
| Linnco Electric Co. No. 9259 | Tualatin Valley Hwy. @ SW 219th Washington County | May 14, 1982 |
| Douglas S. Coats, Inc. No. 9268 | Klamath Strait Bridge Klamath County | May 17, 1982 |
| Mocon Corp. No. 8747 | NE Glisan St. U'Xing. Multnomah County | May 19, 1982 |
| R. L. Coats No. 9288 | Redmond SCL-Whittemore Rd. N. Unit Deschutes County | May 25, 1982 |
| Baker Redi-Mix, Inc. No. 9321 | Bensel Rd.-Hermiston Ditch Umatilla County | May 25, 1982 |
| N. Santiam Paving Co. No. 9326 | Alexandra Ave.-Hardcastle Ave. Marion County | May 27, 1982 |
| Steeck Electric Co. No. 9279 | Crater Lake Hwy. @ Lake of the Woods Hwy., Ave. "G" & Linn Rd. Jackson County | May 28, 1982 |
| Linnco Electric Co. No. 9258 | Pac.Hwy.W. @ Royalty Parkway Washington County | May 28, 1982 |
| Hansen Electric Co. No. 9180 | Beaverton/Tigard Hwy. @ Walker Rd. Intchge. Washington County | May 28, 1982 |

June 2, 1982 C. T. Keasey

C. T. Keasey, P.E., P.L.S.
Construction Engineer

FORM 734-3001

OREGON STATE HIGHWAY DIVISION

# FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

| | | |
|---|---|---|
| SECTION: BEAVERTON/TIGARD HW. @ WALKER RD INTERCHANGE | | WEEK ENDING: February 27, 1982 |
| | | SECTION PREFIX: 134-1143 |
| HIGHWAY: BEAVERTON-TIGARD | | COUNTY: WASHINGTON |
| NAME OF JOB: BEAVERTON/TIGARD HWY @ WALKER RD | KIND OF WORK: TRAFFIC SIGNAL INSTALLATION | |
| CONTRACTOR: HANSEN ELECTRIC CO. | CONTRACT NUMBER: 9180 | FEDERAL AID PROJECT NUMBER: STATE |
| DATE OF CONTRACT: AUGUST 25, 1980 | DATE WORK STARTED: FEBRUARY 4, 1981 | ESTIMATED COMPLETION DATE: |
| AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN 0 SUPERVISION 0 | SPECIFIED WORK DAYS | WORK DAYS USED |
| | SPECIFIED CALENDAR DAYS 200 | CALENDAR DAYS USED 266 |
| PROJECT AUTHORIZATION: $111,340.95 | SPECIFIED COMPLETION DATE | PERCENT OF TIME ELAPSED 133 |
| EXCLUSIVE OF ENGINEERING: $101,616.85 | ENGINEERING AUTHORIZATION $9,724.10 | PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST 100 |
| ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $110,275.90 | ENGINEERING COST TO DATE $22,000.00 | PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION 108 |
| ESTIMATED PERCENT: OVERRUN 7.8 % | PERCENT OF AUTHORIZATION 226 % | DATE PROJECT WAS COMPLETED: JUNE 9, 1981 |

## ESTIMATED PERCENT COMPLETE (ROADWORK)

| CLEARING | DRAINAGE | GRADING | BASE | OIL AND/OR PAVE. | MAT'L. PROD. | | |
|---|---|---|---|---|---|---|---|
| | | | | | | | |

| | GRADING | SURFACING | MAINTENANCE MATERIALS | OIL & BITUMINOUS MACADAM | PAVING |
|---|---|---|---|---|---|
| MILES IN PROJECT | | | | | |
| MILES PARTIALLY COMPLETED | | | | | |
| MILES COMPLETED | | | | | |
| TOTAL ESTIMATED QUANTITIES (CONTRACT) | | | | | |
| TOTAL QUANTITIES CORRECTED TO DATE | | | | | |
| ESTIMATED QUANTITIES MOVED OR PLACED TO DATE | | | | | |
| AVERAGE DAILY QUANTITIES | | | | | |
| AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME | | | | | |
| NUMBER OF SHIFTS PER DAY | | | | | |
| HOURS PER SHIFT | | | | | |

EQUIPMENT USED DURING THE WEEK:

## ESTIMATED PERCENT COMPLETE (STRUCTURES)

| BRIDGE NO. | | CONDUIT FOOTINGS | POLES | WIRING | SIGNALS | FIRE PRE-EMPT SYSTEM | | |
|---|---|---|---|---|---|---|---|---|
| PERCENT | | 100 | 100 | 100 | 100 | 100 | | |

| | | WEATHER | WORK DAYS CHARGED | HOURS DELAY | CAUSE OF DELAY |
|---|---|---|---|---|---|
| SUNDAY | 21 | Cloudy | 0 | | |
| MONDAY | 22 | Rain | 0 | | |
| TUESDAY | 23 | Showers | 0 | | |
| WEDNESDAY | 24 | Fair | 0 | | |
| THURSDAY | 25 | Cloudy | 0 | | |
| FRIDAY | 26 | Rain | 0 | | |
| SATURDAY | 27 | | 0 | | |

RECEIVED

## GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

| | |
|---|---|
| Feb 21 SUNDAY | NO ACTIVITY |
| Feb 22 MONDAY | NO ACTIVITY |
| Feb 23 TUESDAY | NO ACTIVITY |
| Feb 24 WEDNESDAY | NO ACTIVITY |
| Feb 25 THURSDAY | NO ACTIVITY |
| Feb 26 FRIDAY | NO ACTIVITY |
| Feb 27 SATURDAY | NO ACTIVITY |

## REMARKS

PROJECT STATUS: All field work is complete
Signals were activated on June 9, 1981.

ANTICIPATED NEXT WEEK: Will submit Semi-Final Estimate next week.
THIS WILL BE THE LAST WEEKLY REPORT.

SIGNED Jerry C. Street LOCATION West Linn, Oregon
JERRY C. STREET, PROJECT MANAGER

PRIME RESIDENT SUBMIT 2 COPIES WHEN BRIDGES AND GRADING BOTH ARE INVOLVED SUBMIT 3 COPIES

SP-F216

WF CL-80 26

files

VICTOR ATIYEH
GOVERNOR

# Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

RECEIVED
[illegible] PAULUS
[illegible] OF STATE

[illegible], 1982

IN REPLY REFER TO
FILE NO.

[illegible]sburg Electric Wholesale, Inc.
P. O. Box 1[illegible]5
[illegible]sburg, OR 97470

FILED
FEB 22 1982
NORMA PAULUS
SECRETARY OF STATE

COM 5
#9180

Attention: Ray O. Sims, President

Gentlemen:

This will acknowledge receipt of your letter of February 8 in which you file a claim for material furnished to Hansen Electric Company in the amount of $7,260 plus interest in the amount of $1,590.

The claim states this is in reference to the Hansen Electric Company, Inc., Contract No. 9180 for traffic signal installation on the Beaverton-Tigard Highway at Walker Road Interchange in Washington County.

The United Pacific Insurance Company furnished the bond on this contract. We will advise the surety and the prime contractor of the receipt of this claim. We will also forward it to the Secretary of State for filing.

Please advise this office when your claim has been paid.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

cc: Hansen Electric Company, Inc.
1127 So. Broadway
Coos Bay, OR 97420

United Pacific Insurance Co.
Fidelity & Surety Department
P. O. Box 1216
Tacoma, WA 98401

bc: Secretary of State - Please acknowledge receipt of the attached claim on the enclosed copy of this letter.

FP

3-22-82 Ack.

MOTORS · GEAR MOTORS · CONTROLS · TRANSFORMERS · LAM. · FUSES · TRANSMISSIONS

# Roseburg Electric Wholesale, Inc.

GENERAL ELECTRIC
MOTORS and CONTROL EQUIPMENT

1520 N. E. STEPHENS ST. • POST OFFICE BOX 1245
ROSEBURG, OREGON 97470
TELEPHONE (503) 673-6656

WHOLESALE WIRING SUPPLIES

February 8, 1982

Department of Transportation
Transportation Building
Salem, Oregon 97310

Re: OSHD Contract #9180
Hansen Electric Co.,Inc.
Beaverton-Tigard Highway
Your File # CON 5 #9180

Attention: Robert W. Gormsen
Commission Services

Gentlemen:

We, the undersigned, Roseburg Electric Wholesale,Inc. wish to file a claim for material furnished to Hansen Electric Co. for use on the above referenced OSHD Contract #9180. The claim is for the sum of $7,260.00 plus late charges of 2% per month from 4/24/81 thru 1/24/82 in the amount of $1,590.00.

We are withholding partial payment to our supplier Pacific Union Metal Division for the materials involved pending our receipt of payment from Hansen Electric Co.,Inc. Pacific Union Metal has filed a claim with you as per the attached letters.

Very truly yours,

ROSEBURG ELECTRIC WHOLESALE,INC.

Ray O. Sims, President

ROS/st
Enc: 2
cc: Hansen Electric Co. Inc.
Pacific Union Metal Division

Pacific
Uniometal
Division

2320 DOMINGUEZ ST.
CARSON, CA 90810
PHONE (213) 835-7166

P O BOX 2760
LONG BEACH, CA 90801

November 25, 1981

Department of Transportation
Salem, OR 97310

Subject: Contract No. 9180
Hansen Electric Co., Inc.
Beaverton-Tigard Hwy.
Your File No. CON 5 #9180

Attention: Robert W. Gormsen

Gentlemen:

Please be advised that we have received a check in the amount of $4,506.00 for the subject contract for $11,300.00.

The balance remaining is $6,794.00, plus interest.

Yours very truly,

PACIFIC UNION METAL DIVISION

R. E. Hunter
Asst. Sec. & Controller

bc

Pacific Union Metal Division
2320 DOMINGUEZ ST.
CARSON, CA 90810
PHONE (213) 835-7166
P O BOX 2760
LONG BEACH, CA 90801

October 14, 1981

Roseburg Electric Wholesale, Inc.
P. O. Box 1245
Roseburg, OR 97470

Attention: David B. Lancaster

Subject: Your Purchase Order 6589
State of Oregon
Hansen Electric
Beaverton Tigard/ Walker

Gentlemen:

Inasmuch as you have stated your intention of not paying for the poles on subject purchase order, we have filed a Stop Notice with the Department of Transportation in Salem, Oregon. They have informed us that they will proceed with same.

In the event that you reconsider, and remit to us, we will notify Oregon State Dept. of Trans. of same.

Yours very truly,

PACIFIC UNION METAL DIVISION

R. E. Hunter

R. E. Hunter
Asst. Sec. & Controller

bc

February 4, 1982

Roseburg Electric Wholesale, Inc.
P. O. Box 1245
Roseburg, OR 97470

CON 5
#9180

Attention: Shirley A. Thompson
Credit Manager

Gentlemen or Ladies:

In response to your letter of February 2, our accounting section forwarded the following information: A total of eight payments have been made; the last payment was made in November, 1981; it appears that the job has been completed.

Oregon Law allows any creditor to file a claim against the contractor and the surety. This is a simple process and does not require an attorney. A letter directed to this office stating the amount due, the nature of the claim and the contract etc., will start the process.

We file your Notice of Claim with the Secretary of State's office and notify the prime contractor and the surety that this has been done.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

RWG:dmc

MOTORS - GEAR MOTORS - CONTROLS - TRANSFORMERS - LAM. - FUSES - TRANSMISSIONS

# Roseburg Electric Wholesale, Inc.

1520 N. E. STEPHENS ST. • POST OFFICE BOX 1245
ROSEBURG, OREGON 97470
TELEPHONE (503) 673-6656

GENERAL ELECTRIC
MOTORS and CONTROL EQUIPMENT

WHOLESALE WIRING SUPPLIES

February 2, 1982

State of Oregon
Department of Transportation
Salem, Oregon 97310

Subject: OSHD Contract #9180
Hansen Electric Co., Inc.
Beaverton-Tigard Highway
Your file No. CON 5 #9180

Attention: Robert W. Gormsen

Dear Mr. Gormsen:

Hansen Electric is witholding payment to us on the above referenced job in the amount of $7,260.00 plus service charges. Could you please let me know what the status is on the contract at this time? Thank you.

Very truly yours,

ROSEBURG ELECTRIC WHOLESALE,INC.

Shirley A. Thompson (tel # 673-5525)
Credit Manager

ST

9180

December 8, 1981

Pacific Union Metal Division
P. O. Box 2760
Long Beach, CA 90801

CON 5
#9180

Attention: R. E. Hunter
Assistant Secretary & Controller

Gentlemen:

Thank you for your letter of November 25 advising us that you have received a check in the amount of $4,506. This appears to be in connection with a Stop Notice you filed on October 1, 1981, against Hansen Electric Company in the amount of $11,300 plus interest on Contract No. 9130 for traffic signal installation on the Beaverton-Tigard Highway at the Walker Road Interchange.

This information will be noted in our records and we will advise the surety and the contractor. Please advise this office when the remaining balance of $6,794 plus interest is paid.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

js
cc: Hansen Electric Company, Inc.
1127 So. Broadway
Coos Bay, OR 97420

United Pacific Insurance Co.
Fidelity & Surety Department
P. O. Box 1216
Tacoma, WA 98401

ED C
12/8/81

Pacific
Union METAL
Division

2320 DOMINGUEZ ST.,
CARSON, CA. 90810
PHONE (213) 835-7166

P.O. BOX 2760
LONG BEACH, CA. 90801

November 25, 1981

Department of Transportation
Salem, OR 97310

Subject: Contract No. 9180
Hansen Electric Co., Inc.
Beaverton-Tigard Hwy.
Your File No. CON 5 #9180

Attention: Robert W. Gormsen

Gentlemen:

Please be advised that we have received a check in the amount of $4,506.00 for the subject contract for $11,300.00.

The balance remaining is $6,794.00, plus interest.

Yours very truly,

PACIFIC UNION METAL DIVISION

R. E. Hunter
Asst. Sec. & Controller

bc

HANSEN ELECTRIC CO.
1127 S. BROADWAY • P. O. BOX 1228 • COOS BAY, OREGON 97420 • (503) 267-2143

October 26, 1981

Roseburg Electric Wholesale, Inc.
P. O. Box 1245
Roseburg, Oregon 97470

Re: OSHD Job #9180, Our Job #13680
Beaverton Tigard Highway at Walker Road

Gentlemen:

We have been advised that Pacific Union Metal Co. has taken action upon our bonding company and the State of Oregon regarding your invoice Number 30392 for $9,730.00.

We have paid you $2,470.00 toward this invoice which leaves a balance of $7,260.00 which is the amount of liquidated damages against this project.

We would like you to take whatever action is necessary to have Pacific Union Metal Co. revise their figures to reflect this amount.

Sincerely yours,

HANSEN ELECTRIC CO.

John E. Hansen
President

gnh

cc:
United Pacific/Reliance
Pacific Union Metal Co.
O.S.H.D., Robert W. Gormsen

**HANSEN ELECTRIC CO.**
1127 South Broadway
P. O. Box 1228
COOS BAY, OREGON 97420

(503) 267-2143

FILE NO.

[ ] SIGN AS POSSIBLE
[ ] NO REPLY NEEDED

ATTENTION JAN

SUBJECT WAGE CERTIFICATIONS

TO COLUMBIA CONCRETE SAWING CO.
5462 S. W. PHILOMATH BLVD.
CORVALLIS, OREGON 97330

**MESSAGE**

Dear Jan,

The state contacted me again on the final wage certification from you that is holding up our final payment on OSHD CONTRACT #9207 (Beaverton-Tualatin Hwy. @ Hunziker - Tigard).

Please send us one as soon as possible.

Thanks,

SIGNED Gayle Hansen Sec.-Treas.

**REPLY**

GAYLE: #9180

DATE OF REPLY 10/12/81

PERHAPS YOU ARE UNAWARE THAT YOUR BILL HAS NOT BEEN PAID IN FULL, IN VIOLATION OF YOUR OWN CONTRACT. UNTIL THE ACCOUNT HAS BEEN CLEARED I WILL BE UNABLE TO CLEAR UP ALL THE PAPER WORK.

THANK YOU,

SIGNED

C.C. OREGON DEPT. OF TRANSPORTATION
BOB GORMSEM

UNITED PACIFIC RELIANCE
H.H. STEBBINS

gorm'n notified.

no response nec.
Jan

VICTOR ATIYEH
GOVERNOR

# Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

May 29, 1981

IN REPLY REFER TO
FILE NO

CON 5
#9180

Columbia Concrete Sawing Company
5462 S. W. Philomath Boulevard
Corvallis, OR 97330

Attention: Jan Wilson

Gentlemen:

This will acknowledge your letter dated May 27 stating that Hansen Electric owes you $4,410 for loop sawing and epoxying in connection with Contract No. 9180.

This claim appears to be in reference to the Hansen Electric Company, Inc., Contract No. 9180 for traffic signal installation on the Beaverton-Tigard Highway at Walker Road Interchange in Washington County.

The United Pacific Insurance Company furnished the bond on this contract. We will advise the prime contractor and the surety of the receipt of this claim. We will also forward it to the Secretary of State for filing.

Please notify this office when your claim has been settled.

Sincerely,

Robert W. Cormsen
COMMISSION SERVICES

cc: United Pacific Insurance Co.
Fidelity & Surety Department
P. O. Box 1216
Tacoma, WA 98401

Hansen Electric Company, Inc.
1127 So. Broadway
Coos Bay, OR 97420

[redacted]

5(CS)

VICTOR ATIYEH
GOVERNOR

# Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

October [illegible], 1981

RECEIVED
OCT 13 1981
NORMA PAULUS
SECRETARY OF STATE

IN REPLY REFER TO
FILE NO.:

CON 5
#9277

Mr. John C. Mercer
Landis, Acbi & Bailey
Lawyers
1516 Georgia-Pacific Building
Portland, OR 97204

FILED
13
NORMA PAULUS
SE

Dear Mr. Mercer:

This will acknowledge your letter of October 5 with attached subcontract between Mocon Corporation and Columbia Sand and Gravel Company. Your letter states that Columbia Sand and Gravel Company claims damages against Mocon in the amount of $237,647.35.

This appears to be in reference to Contract No. 9277 with Mocon Corporation for work on the Columbia River Bridge-S.E. Powell Boulevard Section of the East Portland Freeway in Multnomah County.

The American Insurance Company furnished the bond on this contract. We will advise the surety and the prime contractor of the receipt of this claim. We will also forward it to the Secretary of State for filing.

Please advise this office when your client's claim has been paid.

Sincerely,

Robert W. Gormsen

Robert W. Gormsen
COMMISSION SERVICES

js

cc: Mocon Corporation
3276 Commercial St., S.E.
Salem, OR 97302

American Insurance Company
121 S.W. Salmon St., Suite 900
Portland, OR 97204

bc: Secretary of State - Please acknowledge receipt of the attached claim on the enclosed copy of this letter.

VICTOR ATIYEH
GOVERNOR

# Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

October 9, 1981

IN REPLY REFER TO
FILE NO.:

CON 5
#9180

Pacific Union Metal Division
The Union Metal Manufacturing Co.
P. O. Box 2760
Long Beach, CA 90801

Gentlemen:

This will acknowledge receipt of your Stop Notice dated October 1, 1981, in connection with Hansen Electric owing for eight metal poles in the amount of $11,300 plus interest.

This Notice states this is in reference to Contract No. 9180 with Hansen Electric Company, Inc. for traffic signal installation on the Beaverton-Tigard Highway at Walker Road Interchange in Washington County.

We are filing this Stop Notice as a Notice of Claim. Under Oregon law, we will file this Notice with the Secretary of State. We will also advise the surety, United Pacific Insurance Company, and Hansen Electric Company, Inc., of this filing.

Please advise this office when payment has been received.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

js

cc: Hansen Electric Company, Inc.
1127 So. Broadway
Coos Bay, OR 97420

United Pacific Insurance Co.
Fidelity & Surety Department
P. O. Box 1216
Tacoma, WA 98401

bc: Secretary of State - Please acknowledge receipt of the attached claim on the enclosed copy of this letter.

# STOP NOTICE

## NOTICE TO WITHHOLD TO HOLDER OF FUNDS

TO: OREGON STATE HIGHWAY DIVISION, Department of Transportation
(Name of owner, construction lender or public officer)

SALEM, OREGON, HOLDER OF FUNDS.
(Address of owner or construction lender)

YOU ARE HEREBY NOTIFIED THAT the undersigned claimant.

PACIFIC UNION METAL DIVISION The Union Metal Mfg. Co., P. O. Box 2760, Long Beach, CA 90801
(Name and address)

has furnished or has agreed to furnish 8 Metal Poles,
(labor, services, equipment, materials)

of the following kind for Traffic Signals,
(general description of labor, services, equipment or materials)

to or for HANSEN ELECTRIC, for the work improvement, located at, or known as:
(name of person to or for whom furnished)

Beaverton-Tigard Highway at Walker Road Interchange Section of the Beaverton-Tigard Hwy just No. of Beaverton CONTRACT NO. 9180
(address, legal description, description of site or project identification)

The amount in value of the whole agreed to be done or furnished by claimant is $ 11,300.00.

The amount in value of that already done or furnished by claimant is $ 11,300.00.

Claimant has been paid the sum of $ NOTHING, and there remains due and unpaid the sum of $ 11,300.00.

plus interest thereon at the rate of 7 per cent per annum from April 5, 19 81.

YOU ARE HEREBY NOTIFIED TO WITHHOLD SUFFICIENT FUNDS TO SATISFY THIS CLAIM WITH INTEREST.

PACIFIC UNION METAL DIVISION

July 17, 1981

Columbia Concrete Sawing Company
2257 Airport Road
Philomath, OR 97370

CON 5
#9180

Attention: Jan Wilson

Gentlemen:

This is in response to a copy of a letter dated July 7, 1981, addressed to United Pacific Reliance stating that Hansen Electric still owes you $524.96.

This was in connection with a claim filed May 27, 1981, in the amount of $4,410 for loop sawing and epoxying. This was against Contract No. 9180 with Hansen Electric Company, Inc., for a traffic signal installation on the Beaverton-Tigard Highway at the Walker Road Interchange in Washington County.

We will note this information in our records of this partial payment.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

jas
cc: United Pacific Insurance Company
Fidelity & Surety Department
P. O. Box 1216
Tacoma, WA 98401

Hansen Electric Company, Inc.
1127 So. Broadway
Coos Bay, OR 97420

NOTED ON ... 7/17/81

COLUMBIA CONCRETE SAWING CO.
RPORT RD.
A I H. OR 97370

CONCRETE AND ASPHALT SAWING / CORE DRILLING / WALL SAWING / CONCRETE GROOVING, GRINDING AND DEMOLITION

929-5069

JULY 7, I98I

UNITED PACIFIC RELIANCE
33405 *th. AVE. SOUTH
C 3000
FEDERAL WAY, WASH. 98003

ATTENTION: H.H. STEBBINS

DEAR SIR:

ENCLOSED IS A COPY OF THE CHECK I RECEIVED FROM HANSEN ELECTRIC. AS THEIR BONDING AGENT I FEEL THAT I MUST INFORM YOU THAT I DO NOT FEEL THAT THIS ACCOUNT IS SETTLED.
HANSEN HAS ARBITRARILY AND WITHOUT DOCUMATION WITHELD $ 524.96 FROM OUR CHECK. THE INCLUSION OF AN OFFICE INVOICE DOES NOT DOCUMENT THE FACTS NOR DOES IT RELIVE HANSEN FROM HAVING TO BE BOUND BY THEIR OWN CONTRACT. ( SEE ENCLOSED LAWYER'S LETTER )
WE HAVE FULLFILLED OUR PART OF THE CONTRACT AND FEEL THAT WE ARE NOW DUE PAYMENT IN FULL.
I AM FORWARDING A COPY OF THIS LETTER TO THE STATE, SO THEY WILL BE APPRISED OF THE CLAIM I AM STILL PRESENTING.

SINCERELY,

JAN WILSON
COLUMBIA CONCRETE
O.S.H.D. 9I80

RECEIVED
JUL 8 - 1981
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

COLUMBIA CONCRETE SAWING CO.

CONCRETE AND ASPHALT SAWING / CORE DRILLING / WALL SAWING / CONCRETE GROOVING, GRINDING AND DEMOLITION

5462 S.W. Philomath Blvd.
Corvallis, Oregon 97330

758-5069

MAY 27, 1981

MR. ROBERT GORMSEN
121 TRANSPORTATION BUILDING
SALEM, ORE. 97310

DEAR SIR:

THIS LETTER IS TO INFORM YOU OF A NON PAYMENT ON O.S.H.D. CONTRACT 9180. THE PRIME CONTRACTOR IS HANSEN ELECTRIC, COOS BAY, OREGON. THE AMOUNT OF THE NON PAYMENT IS $ 4410.00. THE WORK WAS PERFORMED SIXTY DAYS AGO AND CONSISTED OF LOOP SAWING AND EPOXYING.

THANK YOU

J. N WILSON
COLUMBIA CONCRETE SW.
758 5069

RECEIVED
JUL 8 - 1981
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

# Forest Evashevski, Jr., P.C.

## ATTORNEY AT LAW

May 22, 1981

Hansen Electric Co.
1127 South Broadway
P.O. Box 1228
Coos Bay, Oregon 97420

Gentlemen:

I represent Columbia Concrete Sawing Co. and have been retained to represent them in a payment dispute with you. Enclosed are two executed copies of the documents requested, including the Standard Subcontract Agreement.

Please be advised that any reduction of the original contract price will not be tolerated or accepted. Under Article X of the Agreement, I would call your attention to the following provisions: Subparagraph 10 provides that a contractor may make good deficiencies only after three days written notice to the subcontractor. Columbia Concrete Sawing Co. has, on a number of occasions, requested specifics regarding the epoxy work which you claim is unacceptable. They have not received anything in writing requesting that they redo a portion of that work. If, in fact, it is unacceptable, please specify in detail the problem in writing pursuant to subparagraph 10 of Article X.

You are also in violation of subparagraph 20 of Article X of the Agreement and also under subparagraph 26 of Article X you are not allowed to charge for labor or rental since your claim was not made within the time period specified in subparagraph 26. Furthermore, Columbia Concrete Sawing Co. never at any time requested that any of your labor be used on the job. Some of your people did volunteer to assist in order to complete the job so that they could go home early that day. But under the contract, and my legal interpretation, Columbia Concrete Sawing Co. is not responsible for any charge-back for labor or rental.

529 S.W. 4th St. — P.O. Box 781 — Corvallis, OR 97330 — Telephone 503 754-0303

With the exception of the epoxy work, my client is unwilling to accept any charge-back and under the contract, is entitled to redo any epoxy work after the appropriate notice as specified in subparagraph 10 of Article X is given by you. Let's get this matter resolved at an early date and payment to my client.

Very truly yours,

Forest Evashevski, Jr.

FE/bjg

Enclosures

RECEIVED
JUL 8 - 1981
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

9180

files

# Hansen Electric Co.

1127 S. Broadway — P. O. Box 1228
COOS BAY, OREGON 97420
Telephone 267-2143

**ELECTRICAL CONTRACTORS**

June 2, 1981

Department of Transportation
Transportation Building
Salem, Oregon 97310

Atten: Robert W. Gormsen
Commission Services

Re: OSHD Contract 9180
Columbia Concrete Sawing Co.
Claim from Hansen Electric $4,410.00

Dear Mr. Gormsen:

This will acknowledge receipt of a copy of your letter to Jan Wilson and of her letter to you.

Please be advised that there is no intent on the part of Hansen Electric to withhold payment of any funds due to Columbia Concrete Sawing Co. for work properly performed under our subcontract with them.

There has obviously been a lack of communication between our field personnel and Columbia Concrete. Our field advises that some of the epoxy installed by Columbia Concrete is unacceptable. OSHD has advised us that they will not pay for unacceptable work.

The writer has talked with Jan Wilson and asked that she contact our superintendent in Portland (Russ Hansen) and iron out the apparent misunderstanding. She advised me that she would.

The matter should be resolved to everyone's satisfaction promptly.

This is for the record.

Cordially,

HANSEN ELECTRIC CO.

Herb Douglass

HD:gh

cc: Russell Hansen
United Pacific Insurance Co.

no reply necessary from

1170 51003

L 7

VICTOR ATIYEH
GOVERNOR

# Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

RECEIVED
JUN 1 1981
NORMA PAULUS
SECRETARY OF STATE

May 29, 1981

IN REPLY REFER TO
FILE NO.:
CON 5
#9180

Columbia Concrete Sawing Company
5462 S. W. Philomath Boulevard
Corvallis, OR 97330

FILED
JUN 1 1981
NORMA PAULUS
SECRETARY OF STATE

Attention: Jan Wilson

Gentlemen:

This will acknowledge your letter dated May 27 stating that Hansen Electric owes you $4,410 for loop sawing and epoxying in connection with Contract No. 9180.

This claim appears to be in reference to the Hansen Electric Company, Inc., Contract No. 9180 for traffic signal installation on the Beaverton-Tigard Highway at Walker Road Interchange in Washington County.

The United Pacific Insurance Company furnished the bond on this contract. We will advise the prime contractor and the surety of the receipt of this claim. We will also forward it to the Secretary of State for filing.

Please notify this office when your claim has been settled.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

jas

cc: United Pacific Insurance Co.
Fidelity & Surety Department
P. O. Box 1216
Tacoma, WA 98401

Hansen Electric Company, Inc.
1127 So. Broadway
Coos Bay, OR 97420

bc: Secretary of State - Please acknowledge receipt of the attached claim on the enclosed copy of this letter.

9170 5603

L 7

VICTOR ATIYEH
GOVERNOR

# Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

RECEIVED
JUL 1 1981
NORMA PAULUS
SECRETARY OF STATE

May 29, 1981

IN REPLY REFER TO
FILE NO.:

CON 5
#9180

Columbia Concrete Sawing Company
5462 S. W. Philomath Boulevard
Corvallis, OR 97330

FILED
JUL 1 1981
NORMA PAULUS
SECRETARY OF STATE

Attention: Jan Wilson

Gentlemen:

This will acknowledge your letter dated May 27 stating that Hansen Electric owes you $4,410 for loop sawing and epoxying in connection with Contract No. 9180.

This claim appears to be in reference to the Hansen Electric Company, Inc., Contract No. 9180 for traffic signal installation on the Beaverton-Tigard Highway at Walker Road Interchange in Washington County.

The United Pacific Insurance Company furnished the bond on this contract. We will advise the prime contractor and the surety of the receipt of this claim. We will also forward it to the Secretary of State for filing.

Please notify this office when your claim has been settled.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

jas

cc: United Pacific Insurance Co.
Fidelity & Surety Department
P. O. Box 1216
Tacoma, WA 98401

Hansen Electric Company, Inc.
1127 So. Broadway
Coos Bay, OR 97420

bc: Secretary of State - Please acknowledge receipt of the attached claim on the enclosed copy of this letter.

COLUMBIA CONCRETE SAWING CO.

CONCRETE AND ASPHALT SAWING / CORE DRILLING / WALL SAWING / CONCRETE GROOVING, GRINDING AND DEMOLITION

5462 S.W. Philomath Blvd.
Corvallis, Oregon 97330

758-5069

MAY 27, 1981

MR. ROBERT GORMSEN
121 TRANSPORTATION BUILDING
SALEM, ORE. 97310

DEAR SIR:

THIS LETTER IS TO INFORM YOU OF A NON PAYMENT ON O.S.H.D. CONTRACT 9180. THE PRIME CONTRACTOR IS HANSEN ELECTRIC, COOS BAY, OREGON. THE AMOUNT OF THE NON PAYMENT IS $ 4410.00. THE WORK WAS PERFORMED SIXTY DAYS AGO AND CONSISTED OF LOOP SAWING AND EPOXYING.

THANK YOU

JAN WILSON
COLUMBIA CONCRETE SW.
758 5069

October 16, 1980

Washington County Fire District No. 1 AGR
17880 S.W. Blanton Street
Beaverton, OR 97006

Attention: Walter W. Platt
Fire Chief

MISC. CONTRACTS and
AGREEMENTS No. 730

Gentlemen:

Attached for your files are fully executed copies of three letter-form agreements for installation of emergency vehicle pre-emption devices at the following locations:

1) On the Beaverton-Tigard Highway at the Walker Road Interchange Ramp Terminals.

2) On the Beaverton-Tualatin Highway at Locust Avenue.

3) On the Scholls Highway at S.W. 135th Avenue and Old Scholls Ferry Road.

We have retained a fully executed copy of each of the above agreements for the Transportation Commission's files.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

kkr
Attachments

bc: Don Harwell (agreements attached)

11 60

July [illegible], 1960

Board of County Commissioners
Washington County
Courthouse
Hillsboro, OR 97123

ACS 4

Attention: [illegible]
Clerk of the Board

MISC. CONTRACTS and
AGREEMENTS No. 7300

Gentlemen:

[illegible] for your [illegible] fully executed copy of an agreement for the installation of traffic signals on Beaverton-Tigard Highway at the ramp terminals of Walker Road [illegible].

[illegible] fully executed copy of this agreement for the Commission's files.

Very truly yours,

[illegible]
[illegible]

[illegible]

bc: Don Harwill (w/ f. agr. w/o att.)

# WASHINGTON COUNTY

ADMINISTRATION BUILDING — 150 N. FIRST AVENUE
HILLSBORO, OREGON 97123

BOARD OF COMMISSIONERS
MILLER M. DURIS
JIM FISHER
VIRGINIA DAGG

June 5, 1980

DEPT. OF PUBLIC WORKS
LARRY RICE, Director
ROOM 201
(503) 648-8886

MA PDM PDE TSE SPC
ODOT - METRO
JUN 06 1980
AMS PPS PPC FILE T/A

Jon Rose
Federal Aid Specialist
Oregon Department of Transportation
5821 N.E. Glisan
Portland, Oregon 97213

Dear Jon:

Enclosed are two sets of approved construction-finance agreements and one set of plans for the two Rock Creek bridges. Our Board of Commissioners on 5-27-80 approved the construction-finance agreement for the Tualatin Sherwood Road Bypass project as well as the Walker Road and Highway 217 signals.

As always, please return one signed copy.

Very truly yours,

Michael A. Borresen
Project Development Engineer

MAB:ja
Enclosures

PROJECT MANAGEMENT BRANCH
ASHE ☐ STE ☐
PLE ☐ I.E ☐ PRE ☐
JUN 9 1980
REFERRED TO _____
FOR _____
FILE: PM FA LG.

Date 6/19/80
From Metro JON ROSE
To BOB SWAN
Program Mgmt. Traffic Region 1
Comments: Here are 3 copies of the noted agreement, signed by County officials and approved by the Metro Administrator. Please continue processing.
Jon Rose

# WASHINGTON COUNTY

*Inter–Department Correspondence*

Date May 23, 1980
For Meeting of: May 27, 1980

To : Honorable Board of County Commissioners

From : Director of Public Works

APPROVED WASHINGTON COUNTY
BOARD OF COMMISSIONERS
MINUTE ORDER # 80-303
5-27-80
BY Joan Johnson
CLERK OF THE BOARD

Subject : Construction - Finance Agreement, Walker Road/Hwy 217

The Oregon Department of Transportation, through cooperation of the County, is preparing plans and specifications to install traffic signals at the interchange off ramps from Highway 217 to Walker Road. The State will pay for all construction and maintenance of the traffic signals and the County will pay for the power to operate the signals. The estimated bidding date for this project is the fall of this year.

RECOMMENDATION: Your Board authorize the Chairman to sign the construction-finance agreement.

Respectfully submitted,

Larry Rice

LR:MAB:ja

1980 Cornell Rd. @ Murray Blvd. 9181
(grading, paving & signals)

Smead
No. 2-152-5L
LINGS, MN - LOS ANGELES
SAN DM - McGREGOR, TX U.S.A.

CxA 6790 12-14-78

HASTINGS, MN · LOS ANGELES
GAN ON · MORROCO, TX U.S.A.

OREGON STATE HIGHWAY DIVISION

ITEMIZED STATEMENT OF FINAL COSTS — DATE: 7/19/84

COUNTY: WASHINGTON AGREEMENT NO: 6790 PROJECT NO: IX-M-9022(4) M-9022(1)

CONTRACT NO: 9181 SECTION: Cornell Rd. at Murray Blvd.

PRELIMINARY ENGINEERING (Prefix No. 334-1977):

| | | |
|---|---|---|
| Project Manager | | $ 4,647.22 |
| Final Design | | 3,394.72 |
| Bridge Design | | 4.60 |
| Soils & Geology | | 97.87 |
| Signing | | 4,825.12 |
| R/W Liaison | | 133.26 |
| Utility Liaison | | 313.55 |
| Program Section | | 278.46 |
| Specifications | | 2,415.72 |
| Administrative Services | | 20.39 |
| Environmental Section | | 1,054.61 |
| Foundation Investigation | | 60.77 |
| TOTAL P.E. COST | | $ 17,246.29 |
| Less Federal Funds | | 15,164.91 |
| BALANCE | | $ 2,081.38 |
| Less Non-Participating Costs: | | |
| Project Manager | $12.10 | |
| Environmental Section | 36.51 | $ (48.61) |
| AMOUNT TO BE SHARED | | $ 2,032.77 |

STATE SHARE: 50% of $2,032.77 = $1,016.39

COUNTY SHARE: (50% of $2,032.77) + $48.61 = $1,064.99

| CONSTRUCTION (Prefix No. 334-1045): | PARTICIPATING | NON-PART. |
|---|---|---|
| Payment to Contractor | $107,434.16 | $ 14,471.80 |
| Interest on Final Payment | -- | 114.99 |
| SFO #1 Permanent Pavement Striping | 952.43 | -- |
| SFO #4 State Furnished Software Program | 400.00 | -- |
| Construction Engineering | 13,816.60 | 4,185.80 |
| Signing | 44.65 | 2.85 |
| Program Section | 121.45 | 7.75 |
| Salem Lab | 518.51 | 33.09 |
| Portland Lab | 196.07 | 12.53 |
| Technical Services | 1,012.53 | 12.54 |
| Construction Section | 377.90 | 24.12 |
| Region Office | 230.28 | 14.71 |
| Credit for Payment by County 3-82 | -- | (10,471.80) |
| TOTALS | $125,104.58 | $ 8,408.38 |

| | | |
|---|---|---|
| Total Participating Construction Costs | | $125,104.58 |
| Less Federal Funds: | | |
| Urban Funds | $ 1,717.23 | |
| FAU Replacement Funds | 103,025.00 | |
| Interstate Transfer Funds | 1,658.03 | (106,400.26) |
| BALANCE | | $ 18,704.32 |

Less State Share Participating Costs: 5

$\frac{(\$1,717.23}{88.15\%} \times 5.925\%) + \frac{(\$103,024.00}{85\%} \times 9\%) =$ (11,023.95)

COUNTY SHARE PARTICIPATING COSTS = $ 7,680.37

State Share Non-Participating Costs: 50% of $4,185.50 = $ 2,092.90

County Share Non-Participating Costs:
$8,408.38 - $2,092.90 = $ 6,315.48

COUNTY SHARE CONSTRUCTION COST: $7,680.37 + $6,315.48 = $ 13,995.85

SUMMARY:

| | |
|---|---|
| County Share PE Costs | $ 1,064.99 |
| County Share Const. Costs | 13,995.85 |
| TOTAL COUNTY SHARE | $15,060.84 |
| | |
| County Advance Deposits: | |
| P.E. 12-5-78 | $ 498.00 |
| Const. 8-27-80 | 15,870.00 |
| TOTAL ADVANCE DEPOSITS | $16,368.00 |

REFUND DUE COUNTY: $16,368 - $15,060.00 = $1,307.16

GEZ:pf

334-1045

(ORIGINAL)

FORM APPROVED BY COMPTROLLER GENERAL, U.S. MAY 12, 1966

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

**VOUCHER FOR WORK PERFORMED UNDER PROVISIONS OF THE FEDERAL AID AND FEDERAL HIGHWAY ACTS, AS AMENDED**

STATE VOUCHER NO.

FHWA VOUCHER NO.

APPROPRIATION

FHWA SCHEDULE NO.

THE UNITED STATES, DR., TO *(Insert official or depositary named in project agreement)*

Treasurer of the State of Oregon

ADDRESS

Capitol Building
Salem, OR 97310

PAID BY

*(For use of Paying Office)*

STATE

Oregon

VOUCHER TYPE *(Check Appropriate Block)*

☐ CURRENT BILLING

VOUCHER PERIOD

FROM 7-30-80

TO 12-5-83

☐ OTHER PROGRESS

☒ FINAL VOUCHER (*)

FEDERAL AID PROJECT NO.

IX-M-9022(4)

*(*) Use Form FHWA-1447 for Final Voucher for a project constructed under certification acceptance or secondary road procedures (23 U.S.C. 117).*

| TOTAL ACTUAL COST | TOTAL PARTICIPATING COST | PRO-RATA OF PARTICIPATING COST CLAIMED FROM U.S. | TOTAL AMOUNT CLAIMED FROM U.S. | LESS PREVIOUS PAYMENTS | NET AMOUNT CLAIMED |
|---|---|---|---|---|---|
| 1,951.65<br>131,561.31 | 1,948.08<br>123,156.50 | .8815%<br>.85% | 1,717.23<br>104,683.03 | 1,717.23<br>104,683.03 | -0-<br>-0- |
| 133,512.96 | 125,104.58 | --- | 106,400.26 | 106,400.26 | -0- |

*I certify that the costs shown in this voucher have been incurred in accordance with terms of project agreements; applicable State and Federal laws or regulations; and that no claim has previously been submitted for costs claimed.*

| STATE HIGHWAY AGENCY | DATE | SIGNATURE OF AUTHORIZED OFFICIAL |
|---|---|---|
| Oregon | 2/14/84 | Controller |

*I certify that supporting records for costs claimed, and the referenced project (if applicable), have been subjected to required reviews, approvals and inspections by the Federal Highway Administration and that the amount approved is justly due.*

AMOUNT SUBMITTED
$0.00

ADJUSTMENTS

AMOUNT APPROVED

SIGNATURE OF FHWA REPRESENTATIVE
*(SIGN ORIGINAL ONLY)*

DATE APPROVED

FORM PR-20
(Rev. 5-78)

PREVIOUS EDITIONS ARE OBSOLETE

**STATEMENT OF COSTS INCURRED UNDER PROJECT AGREEMENT**

| ITEM NO. | ITEM | QUANTITY | UNIT | UNIT PRICE | AMOUNT | NOTATIONS (Payee must not use this column) |
|---|---|---|---|---|---|---|
| | Cornell Road at Murray Blvd.<br>Washington County | | | | | |
| | Construction | | | | | |
| | Type Code Y008 | | | | | |
| | Channelization (Sta. "Cornell Rd." 132+52.80) | | | | | |
| | Final Contract Payment Summary | | Lump Sum | | 54,997.16 | |
| SFO | #1 Permanent Pavement Striping (State) | | All Required | | 952.43 | |
| | Total Participating Type Code Y008 | | | | 55,949.59 | |
| to | | | | | | |
| | Type Code Y031 | | | | | |
| | Traffic Signal (Sta. "Cornell Rd." 132+52.80) | | | | | |
| | Final Contract Payment Summary | | Lump Sum | | 52,437.00 | |
| SFO | #4 State-furnished software Program | | All Required | | 400.00 | |
| | Total Participating Type Code Y031 | | | | 52,837.00 | |
| | Total Participating Construction Cost | | | | 108,786.59 | |
| | Construction Engineering | | | | | |
| | State | | All REquired | | 16,317.99 | |
| | Total Participating Project Cost | | | | 125,104.58 | |
| | Non Participating Project Cost | | | | | |
| | Final Contract Payment Summary | | Lump Sum | | 14,471.80 | |
| | Interest on Final Payments | | All Required | | 114.99 | |
| | Construction Engineering (State) | | All REquired | | 4,293.39 | |
| SFO | #5 To credit project for work performed for an outside party | | | | (10,471.80) | |
| | Total Non Participating Project Cost | | | | 8,408.38 | |
| | Total Project Cost | | | | 133,512.96 | |
| | Prepared based on Participating cost as shown on the Federal Billing as of 2-23-84 | | | | | |

AMOUNT CARRIED FORW .....

GPO 944 891

| DESCRIPTION | PREFIX | FUNCTION | SUB F. | GR | CURRENT MONTH | FISCAL YEAR TO DATE | GRAND TOTAL TO DATE | ACTIVE BEG | YRS END |
|---|---|---|---|---|---|---|---|---|---|
| CORNELL RD@MURRAY BLVD | CONT NO 9181 * FA PROJ NOS XI | | 9022004 | 91 | | | M 9022004 03 STATE 06 | | |
| | 334 | 1045 | 201 | 00 P 1 | 9,300.00CR | 9,300.00CR | 106,079.62 | 81 | 84 |
| | 334 | 1045 | 201 | 00 P 8 | | | 1,354.54 | 81 | 82 |
| | 334 | 1045 | 201 | 00 N 9 | | | 14,471.80 | 81 | 81 |
| | 334 | 1045 | 203 | 00 P 1 | 9,300.00 | 9,300.00 | | 81 | 84 |
| | 334 | 1045 | 206 | 00 N 1 | | | 104.64 | 82 | 82 |
| | 334 | 1045 | 206 | 00 N 8 | | | 3.45 | 82 | 82 |
| | 334 | 1045 | 206 | 00 N 9 | | | 6.90 | 82 | 82 |
| | 334 | 1045 | 210 | 04 P 1 | | | 400.00 | 83 | 83 |
| | 334 | 1045 | 270 | 01 P 1 | 110.69 | 110.69 | 952.43 | 81 | 84 |
| | 334 | 1045 | 270 | 01 N 1 | 110.69CR | 110.69CR | | 81 | 84 |
| | 334 | 1045 | 291 | 05 N 9 | | | 10,471.80CR | 82 | 82 |
| | 334 | 1045 | 296 | 00 N 9 | | 76.40CR | 122,919.60CR | 80 | 84 |
| | 334 | 1045 | 297 | 00 N 9 | | | 13,976.36 | 80 | 83 |
| | 334 | 1045 | 298 | 00 N 9 | | 76.40 | 108,943.24 | 80 | 84 |
| | 334 | 1045 | 900 | 00 P 1 | 3,102.44CR | 3,102.44CR | 13,091.42 | 80 | 84 |
| | 334 | 1045 | 900 | 00 P 8 | | | 538.67 | 80 | 83 |
| | 334 | 1045 | 900 | 00 N 1 | 3,102.44 | 3,102.44 | 3,105.95 | 81 | 84 |
| | 334 | 1045 | 900 | 00 N 8 | | | 12 | 81 | 82 |
| | 334 | 1045 | 900 | 00 N 9 | | | 1,077.54 | 80 | 82 |
| | 334 | 1045 | 911 | 00 P 1 | | | 43.24 | 81 | 81 |
| | 334 | 1045 | 911 | 00 P 8 | | | 1.41 | 81 | 81 |
| | 334 | 1045 | 911 | 00 N 9 | | | 2.85 | 81 | 81 |
| | 334 | 1045 | 920 | 00 P 1 | | | 117.57 | 80 | 80 |
| | 334 | 1045 | 920 | 00 P 8 | | | 3.88 | 80 | 80 |
| | 334 | 1045 | 920 | 00 N 9 | | | 7.75 | 80 | 80 |
| | 334 | 1045 | 940 | 00 P 1 | | 66.21 | 501.96 | 81 | 82 |
| | 334 | 1045 | 940 | 00 P 8 | | 2.19 | 16.55 | 81 | 82 |
| | 334 | 1045 | 940 | 00 N 9 | | 4.35 | 33.09 | 81 | 82 |
| | 334 | 1045 | 941 | 00 P 1 | | | 189.80 | 81 | 81 |
| | 334 | 1045 | 941 | 00 P 8 | | | 6.27 | 81 | 81 |
| | 334 | 1045 | 941 | 00 N 9 | | | 13.53 | 81 | 81 |
| | 334 | 1045 | 944 | 00 P 1 | | | 1,005.55 | 81 | 82 |
| | 334 | 1045 | 944 | 00 P 8 | | | 6.88 | 81 | 82 |
| | 334 | 1045 | 944 | 00 N 9 | | | 12.54 | 81 | 82 |
| | 334 | 1045 | 945 | 00 P 1 | | | 765.84 | 81 | 82 |
| | 334 | 1045 | 945 | 00 P 8 | | | 12.06 | 81 | 82 |
| | 334 | 1045 | 945 | 00 N 9 | | | 24.12 | 81 | 82 |
| | 334 | 1045 | 946 | 00 P 1 | | | 222.96 | 81 | 82 |
| | 334 | 1045 | 946 | 00 P 8 | | | 1.32 | 81 | 82 |
| | 334 | 1045 | 946 | 00 N 9 | | | 14.71 | 81 | 82 |
| | 334 | 1045 | 948 | 00 P 1 | | | 185.41 | 81 | 81 |
| | 334 | 1045 | 948 | 00 P 8 | | | 1.10 | 81 | 81 |
| | 334 | 1045 | 948 | 00 N 9 | | | 2.19 | 81 | 81 |
| | | | TOT | PI | 2,991.75CR | 2,925.54CR | 123,156.50 | | |
| | | | TOT | P8 | | 2.19 | 1,948.08 | | |
| | | | TOT | N1 | 2,991.75 | 2,991.75 | 3,210.59 | | |
| | | | TOT | N8 | | | 5.53 | | |
| | | | TOT | N9 | | 4.35 | 5,194.33 | | |
| | | | ** JOB TOTALS ** | | ** | 72.75 ** | 133,512.96 ** | | |

BILLING NUMBER 34 FHWA BILLING VOUCHER

| PREFIX | GRP FL | FED AID PROJ APPR | AGREEMENT AMOUNT | TOTAL COSTS TO DATE | PARTIC. AMOUNT | % OF PARTIC. | FEDERAL SHARE | AMOUNT PREV. CLAIMED | ADJUSTMENT AND CODE | AMOUNT OF THIS VOUCHER |
|---|---|---|---|---|---|---|---|---|---|---|
| 334-1045 | 1* XI | -9022-004 APPR-823 | 104,683.03 | 126,367.09 | 123,156.50 | 85.00 | 104,683.03 | 104,683.03 | | |
| | 8* M | -9022-004 APPR-W36 | 1,717.23 | 1,951.65 | 1,948.08 | 88.15 | 1,717.23 | 1,717.23 | | |
| | 9* | | | 5,194.22 | | | | | | |
| 334-1045 | PREFIX TOTALS | | 106,400.26 | 133,512.96 | 125,104.58 | | 106,400.26 | 106,400.26 | | |
| 334-1065 | 1 X10 | -0000-041 APPR-772 | 1484,500.00 | 1838,642.30 | 1837,707.02 | 85.00 | 1562,050.97 | 1484,500.00 | 77,550.97 B | |
| | 2 X10 | -0000-041 APPR-580 | 119,237.00 | 140,278.83 | 140,278.83 | 85.00 | 119,237.01 | 119,237.00 | 01 B | |
| | 8 X10 | -0000-041 APPR-772 | 80,000.00 | 94,765.45 | 94,742.34 | 85.00 | 80,530.39 | 80,000.00 | 530.99 B | |
| 374-1065 | PREFIX TOTALS | | 1683,737.00 | 2073,686.58 | 2072,728.19 | | 1761,818.97 | 1683,737.00 | 78,081.97 | |
| 334-1068 | 1 BROS | -3400-002 APPR-117 | 89,887.00 | 119,565.45 | 119,539.90 | 80.00 | 95,631.92 | 89,887.00 | 5,744.92 B | |
| | 2 SOS | -3400-002 APPR-680 | 99,034.00 | 114,415.23 | 114,389.69 | 85.77 | 98,112.04 | 98,112.04 | | |
| | 8 X10 | -0000-041 APPR-772 | | 16.67 | 16.67 | | | | | |
| 334-1068 | PREFIX TOTALS | | 188,921.00 | 233,997.35 | 233,946.26 | | 193,743.96 | 137,999.04 | 5,744.92 | |
| 334-1072 | 1 X10 | -9043-003 APPR-772 | 903,558.96 | 1080,279.25 | 1068,581.70 | 85.00 | 908,294.45 | 903,558.96 | 4,735.49 B | |
| | 2 XI | -9043-003 APPR-823 | 268,166.04 | 315,489.46 | 315,489.46 | 85.00 | 268,166.04 | 268,166.04 | | |
| | 8 X10 | -9043-003 APPR-772 | 21,300.00 | 25,130.51 | 25,115.26 | 85.00 | 21,347.97 | 21,300.00 | 47.97 B | |
| 334-1072 | PREFIX TOTALS | | 1193,025.00 | 1420,899.22 | 1409,186.42 | | 1197,808.46 | 1193,025.00 | 4,783.46 | |
| 334-1076 | 1 X10 | -9088-005 APPR-580 | 791,316.00 | 1025,518.21 | 1031,026.52 | 85.00 | 876,372.54 | 791,316.00 | 85,056.54 B | |
| | 8 X10 | -9088-005 APPR-580 | 12,000.00 | 14,061.57 | 14,057.80 | 85.00 | 11,949.13 | 11,948.87 | | 26 |
| 334-1076 | PREFIX TOTALS | | 803,316.00 | 1039,579.78 | 1045,084.32 | | 888,321.67 | 803,264.87 | 85,056.54 | .26 |
| 334-1081 | 1 X10 | -9043-004 APPR-580 | 206,539.00 | 286,604.25 | 286,271.61 | 85.00 | 243,330.87 | 206,539.00 | 36,791.87 B | |
| 334-1085 | 1 X10 | -9326-012 APPR-580 | 820,623.00 | 829,249.98 | 826,127.09 | 85.00 | 702,208.03 | 661,780.00 | | 40,428.03 |
| | 8 X10 | -9326-012 APPR-580 | 25,400.00 | 31,656.86 | 31,592.35 | 85.00 | 26,853.50 | 20,077.50 | 1,453.50 B | 5,322.50 |
| 334-1085 | PREFIX TOTALS | | 846,023.00 | 860,906.84 | 857,719.44 | 90.00 | 729,061.53 | 681,857.50 | 1,453.50 | 45,750.53 |
| 334-1090 | 1 RRP | -0005-035 APPR-139 | 80,608.00 | 34,160.65 | 34,160.65 | | 30,744.59 | 30,737.60 | | 6.99 |
| 334-1091 | 1 X10 | -9088-006 APPR-178 | 765,116.00 | 443,606.46 | 442,456.46 | 85.00 | 376,087.99 | 375,734.19 | | 353.80 |
| | 8 X10 | -9088-006 APPR-178 | 40,200.00 | 26,784.61 | 26,784.61 | 85.00 | 22,766.92 | 22,748.30 | | 18.62 |
| 334-1091 | PREFIX TOTALS | | 805,316.00 | 470,391.07 | 469,241.07 | | 398,854.91 | 398,482.49 | | 372.42 |

rll

OSHD (Co .ter) STATE COPY

U.S. DEPARTMENT OF TRANSPORTATION
FEDE HIGHWAY ADMINISTRATION

# FINAL ACCEPTANCE REPORT

| REGION NO. | REPORT NO. | COUNTY | DIVISION |
|---|---|---|---|
| 10 | 2 | Washington | Oregon |
| **DATE OF REPORT** | **REPORT MADE BY** | | **PROJECT NO** |
| 12/1/83 | Thomas P. Lowe, Area Engineer | | IX-M-9022(4) |
| **COMPLETION DATE** | **ACCEPTANCE DATE BY CONTRACT AGENCY** | **TIME ELAPSED** | **CONTRACT TIME** |
| 6/23/81 | 12/30/81 | *100 % | 220 days |
| **APPROVED EXTENSIONS** | **LOCATION** | | |
| *62 | See Below | | |

**The PR 47 Statement "Materials and Workmanship Conform to Requirements of Construction Involving Federal Funds" has been omitted.

**Copy of the Construction Contract is attached to the Division office copy of this report.

There is compliance with Sec. 1.23 of the Regulations pertaining to eminent domain proceedings.

**REMARKS.** *The project has been completed in reasonably close conformity with the approved plans and specifications including authorized changes and extra work.*

CORNELL ROAD AT MURRAY BLVD
FAU-9022 (CORNELL)
Grade, Pave and Signals

This project provided for a new multi-phase signalized intersection. *(The contractor used 282 days to complete the work. The contract allowed 220 days. A 62 day time extension has been granted due to extra work. No liquidated damages are being assessed.)

Final estimated cost is $120,000 4½ percent above the original authorization.

Washington County has accepted the project for Maintenance.

RECEIVED
STATE HWY ENGR
DEC 2 '83
REFER TO
FOR
Info

*NOTE. Not applicable for direct federal projects.

| ACCEPTANCE OF PROJECT IS RECOMMENDED | | ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION | |
|---|---|---|---|
| SIGNATURE: Original Signed By T. P. LOWE | | SIGNATURE: Original Signed By G. K. HOSSNER | |
| Thomas P. Lowe | | Glenn K. Hossner | |
| TITLE: Area Engineer | DATE: 12/4/83 | TITLE: Field Operations Engineer | DATE: 12/5/83 |

Field Operations Engineer

FORM FHWA 1446 A ... of PR 33E Will Not Be Used.

January 8, 1982

United Pacific Insurance Company
Fidelity & Surety Department
P. O. Box 1216
Tacoma, WA 98401

CON 5
#9181

Gentlemen or Ladies:

On December 31, 1981, we wrote to you concerning release of final payment on Contract No. 9181 awarded to Hertz Electric, Inc. for work on the Cornell Road at Murray Boulevard Section of FAU 9022 in Washington County.

Final payment on this contract is $2,643.46 and the total contract amount is $121,905.96 including $10,471.80 for work performed under force account.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

dmc

cc: Hertz Electric, Inc.
P. O. Box 577
Albany, OR 97321

United Pacific Insurance Co.
P. O. Box 1788
Eugene, OR 97440

bc: C. T. Keasey
Walt Hart
E. L. Hardt

REPORT OF ACTION UNDER DELEGATED AUTHORITY BY

ASSISTANT STATE HIGHWAY ENGINEER

On behalf of the Commission and under authority delegated to me to accept contracts completed according to specifications, I accepted the following:

| Contractor and Contract No. | Section & County | Acceptance Date |
|---|---|---|
| Central Oregon Pavers, Inc. No. 9075 | Madras Prineville Hwy.-S. McMeen Co. Jefferson County | Dec. 8, 1981 |
| MOCON Corp. No. 9147 | S.E. 92nd Ave.-S.E. Lester Ave. Multnomah & Clackamas Counties | Dec. 9, 1981 |
| Kizer Excavating Co. No. 9209 | Dundee/Newberg Rd. @ SPRR X'ing Yamhill County | Dec. 10, 1981 |
| Maxwells Electric, Inc. No. 9130 | C.B.D. Traffic Signals (Portland) Multnomah County | Dec. 14, 1981 |
| Comco Const., Ore. Ltd. dba Salem Rd. & Driveway Co. No. 9274 | McLeod Lane N.E.-Oregon Electric Railroad Marion County | Dec. 16, 1981 |
| Electric Corp. No. 9243 | Clackamas Hwy. @ S.E. River Rd. (Milwaukie) Clackamas County | Dec. 15, 1981 |
| W.R. Grasle Co. No. 9166 | Walker Rd. @ Cedar Hills Blvd. (Beaverton) Washington County | Dec. 16, 1981 |
| Linnco Electric Co. No. 9230 | Santiam Hwy. @ Clay St. (Albany) Linn County | Dec. 15, 1981 |
| Traffic Marking Specialists, Inc. No. 9163 | Multn. Co. Pavement Marking Proj. No. 2 Multnomah County | Dec. 11, 1981 |
| F.E. Ward, Inc. No. 9236 | Diversion Canal (Joe Wright, Reeder, Spring Lake Rds.) Bridges Klamath County | Dec. 11, 1981 |
| Hamilton Electric, Inc. No. 9202 | McKenzie Hwy. @ 42nd. St. (Springfield) Lane County | Dec. 18, 1981 |
| Babler Bros., Inc. No. 9310 | Madras - Bear Drive Jefferson County | Dec. 24, 1981 |

| Contractor and Contract No. | Section & County | Acceptance Date |
|---|---|---|
| A.K. Lundmark & Son, Inc. No. 9286 | Deschutes River (Twin Bridges Rd.) Bridge Deschutes County | Dec. 29, 1981 |
| Hamilton Electric, Inc. No. 8918 | S.E. Monterey Ave.-S.E. Harmony Rd. Clackamas County | Dec. 29, 1981 |
| Douglas S. Coats, Inc. No. 9266 | Hay Canyon Creek Bridge Sherman County | Dec. 29, 1981 |
| A.K. Lundmark & Son, Inc. No. 9287 | Little Deschutes River (Masten Rd.) Bridge | Dec. 30, 1981 |
| Kniesteadt & Sons No. 9283 | Powder River (Beaver Creek Rd.) Bridge Baker County | Dec. 30, 1981 |
| Hertz Electric, Inc. No. 9181 | Cornell Rd. @ Murray Blvd. Washington County | Dec. 30, 1981 |

January 6, 1982

C. T. Keasey, P.E., P.L.S.
Asst. State Highway Engineer

NARRATIVE REPORT

Cornell Rd. at Murray Blvd.
FAU 9022 (Cornell Rd.) Washington County
Contract No. 9181 Prefix: 334-1045
F.A. No. IX-M-9022(4)

This was a Federal-Aid Project, awarded to Hertz Electric, Inc. on September 3, 1980 for the contract amount of $106,717.70, with total construction authorization of $126,016.44. Work started on February 13, 1981 and completed on June 23, 1981. The specified completion time was 220 calendar days with 282 days being used. A time extension request was submitted and processed. An extension of 62 calendar days was granted due to extra work performed under E.W.O. #1, thus eliminating all liquidated damages.

The project consisted of replacing an existing signal installation at the intersection of Cornell Rd. with Murray Blvd. Also required were minor amounts of roadbed widening, paving, drainage, curbs and walks.

The project did have some delays due to utility relocation work by Wolf Creek Water District and General Telephone Co. The arrangements for removing, relocating or adjusting of utilities was the responsibility of the county.

Washington County in their right of way negotiations with Shell Oil Co. had obligations to fulfill, which we weren't aware of until sometime after the contract had been awarded. The county requested we do this work under the contract as extra work, with the county reimbursing the state for actual costs. This work was accomplished under E.W.O. #1.

Two Price Agreements were written on this project, both of which were unanticipated. P.A. #1 was for adjusting two existing inlets in overlay area. P.A. #2 was for recutting a portion of quadrupole loop #5 because of encountering a water valve. Because of the size of these loops they can be very

NARRATIVE REPORT

Cornell Rd. at Murray Blvd.
FAU 9022 (Cornell Rd.) Washington County
Contract No. 9181 Prefix: 334-1045
F.A. No. IX-M-9022(4)

This was a Federal-Aid Project, awarded to Hertz Electric, Inc. on September 3, 1980 for the contract amount of $106,717.70, with total construction authorization of $126,016.44. Work started on February 13, 1981 and completed on June 23, 1981. The specified completion time was 220 calendar days with 282 days being used. A time extension request was submitted and processed. An extension of 62 calendar days was granted due to extra work performed under E.W.O. #1, thus eliminating all liquidated damages.

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G

difficult to install in their proper locations due to the high number of valves and manholes generally encountered at an intersection.

State Force Order No. 3 was written to reimburse Washington County for moving and reinstalling existing signing. This work was done, but due to the amount of costs involved the county indicated they would not be submitting any billings.

Traffic control provided for in the contract seemed to be adequate, although the flagging did overrun considerably due to the conjestion of the work area.

The overall project overrun by 4.7%.

OREGON STATE HIGHWAY DIVISION

# FIELD ENGINEER'S WEEKLY REPORT

FOR CONTRACTS ONLY

Cornell Road at Murray Blvd.

8-29-81

ACCOUNTING PREFIX 324-1045

HIGHWAY No. 9022

NAME OF JOB: Cornell Road at Murray Blvd.

KIND OF WORK: Grade, pave and signals

CONTRACTOR: Hertz Electric Inc.

CONTRACT NUMBER: 9181

FEDERAL AID PROJECT NUMBER: IM-M-9022(4)

DATE OF CONTRACT: 9-01-80

DATE WORK STARTED: 2-13-81

ESTIMATED COMPLETION DATE: 5-01-81

AVERAGE FORCE ON PROJECT FOR THE WEEK — MEN: 0 SUPERVISION: 0

SPECIFIED WORK DAYS

SPECIFIED CALENDAR DAYS: 220

SPECIFIED COMPLETION DATE

WORK DAYS USED

CALENDAR DAYS USED: 282

PERCENT OF TIME ELAPSED: 128

PROJECT AUTHORIZATION: $ 126,016.44

EXCLUSIVE OF ENGINEERING: $ 116,023.95

ESTIMATED COST OF COMPLETED PROJECT EXCLUSIVE OF ENGINEERING: $ 101,193.78

ESTIMATED PERCENTAGE UNDER/OVERRUN: -4.3%

ENGINEERING AUTHORIZATION: $ 9992.49

ENGINEERING COST TO DATE: $ 17394.62

PERCENT OF AUTHORIZATION: 174 %

PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 92

PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 99

DATE PROJECT WAS COMPLETED: 6-23-81

## ESTIMATED PERCENT COMPLETE (ROADWORK)

| CLEARING | DRAINAGE | GRADING | BASE | OIL AND/OR PAVE | MAT'L METHOD | |
|---|---|---|---|---|---|---|
| | | 100 | 100 | | | Signal 100 |

| | GRADING | SURFACING | MAINTENANCE MATERIALS | OIL & BITUMINOUS MACADAM | PAVING |
|---|---|---|---|---|---|
| ESTIMATE PROJECT | 0.11 | 0.11 | | | 0.11 |
| ESTIMATE TO DATE | 0.11 | 0.11 | | | 0.11 |
| QUANTITIES | 305 cu yd | 190 Ton | | | 446 Ton |
| PERCENTAGE | 240.1 | 141.4 | | | 405.4 |
| | 240.1 | 141.4 | | | 405.4 |

AVERAGE NO. MEN AND EQUIPMENT NECESSARY TO COMPLETE THE WORK

MEN PER DAY

EQUIPMENT PER DAY

MATERIALS PER WEEK

## ESTIMATED PERCENT COMPLETE (STRUCTURES)

ESTIMATE PROJECT

PERCENT

| | WORK DAYS CHARGED | HOURS DELAY | CAUSE OF DELAY |
|---|---|---|---|
| SUNDAY | | | |
| MONDAY | | | |
| TUESDAY | | | |
| WEDNESDAY | | | |
| THURSDAY | | | |
| FRIDAY | | | |
| SATURDAY | | | |

RECEIVED
SEP 1 1981
CONSTRUCTION
ENGINEER

ASHE CME HOE QCE SCS LEO — OM CA LE FC FS CT

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

| | |
|---|---|
| SUNDAY | |
| MONDAY | |
| TUESDAY | |
| WEDNESDAY | |
| THURSDAY | |
| FRIDAY | |
| SATURDAY | |

**REMARKS**

Project was completed 6-23-81. Final inspection was made 6-26-81.
This is the last weekly for this project.

Construction
FHWA
Section
File

SIGNED .

FOR PROJECTS WHERE BRIDGES AND GRADING BOTH ARE INVOLVED SUBMIT 3 COPIES

VICTOR ATIYEH
GOVERNOR

*Department of Transportation*
# STATE HIGHWAY DIVISION

IN REPLY REFER TO
FILE NO

August 24, 1981

Hertz Electric, Inc.
P.O. Box 577
Albany, OR 97321

Re: Time Extension Request
Cornell Rd. @ Murray Blvd.
FAP No. IX-M-9022(4)
Contract No. 9181

Gentlemen:

Your request for additional contract time in which to complete the above project has been reviewed. A contract time extension of 62 calendar days is granted due to extra work performed under Order for Extra Work No. 1.

This will eliminate all liquidated damages on this contract.

Sincerely,

C. T. Keasey
Assistant State Highway Engineer

OBJ:fr

cc: H. S. Coulter (w/att.)
Ed Hardt "
Jim Cochell "
Bob Church (Note: This time extension is FHWA nonparticipating)
FHWA

RECEIVED
STATE HWY ENGR
AUG 25 '81
REFER TO
FOR
Info | Invest | R/D | G/P | Supt | Act | File

Form 734-3123

STATE OF OREGON

INTEROFFICE MEMO

TO: BRYANT JACKMOND
Contract Administration Engineer

DATE: August 13, 1981

FROM: MARION CRAFT
Region Construction Engineer

SUBJECT: CORNELL RD. @ MURRAY BLVD.
FAU 9022 (Cornell Rd.)
Contract No. 9181

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RECEIVED
AUG 14 1981
CONSTRUCTION BRANCH

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Attached is the contractor's time extension request for 138 days, although the contract overran 62 days. 220 CD were set up for the job, and 282 were used. Also attached is Jim Cochell's letter with pertinent dates, his analysis of the conflicts, and his recommendation to grant 62 days, which eliminates all liquidated damages.

There were basically two circumstances that combined to contribute to the overrun on this job. As part of the agreement with Shell Oil, who owns the property at pole No. 1 on the southwest corner, Washington County was to have the Shell Oil signs relocated at no cost to Shell. Washington County didn't get the work done before contract, and requested us to do it under our contract, and they (Washington County), would pay for the work. The process of working with Washington County and Shell Oil caused a delay until April 1, 1981, before contract work could begin on the footing for Pole No. 1.

There was also an easement problem at Pole No. 2 at the northwest corner of the intersection. This wasn't cleared up until March 17, 1981. As explained in Cochell's letter, the contractor couldn't complete all of the curb and sidewalk until the new signal installation was in operation, so the existing poles could be removed.

Jim also mentions a conflict with the West Slope Water District until February 24, 1981.

These three items or conflicts are concurrent for the most part, but all could have a delaying effect to different phases of the project. I realize that neither Jim's nor my time analysis has been very precise, but I recommend we grant the 62 days the project has overrun

8-24-81

CTK -

I concur with Region & Resident. However, this time extension will be FHWA non-participating since all three reasons are of non-participating nature.

amj

MC/gw
Attachment
cc Jim Cochell

FORM E-30 (REV. 10-69)

# OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

2131 SW Scholls Ferry Road

July 29, 1981

| | | | | |
|---|---|---|---|---|
| DE | RE | RME | RCE | BE |
| TE | | RECEIVED | | RSM |
| UE | | 1981 | | RSC |
| SO | | REGION 1 | | LEI |
| TC | | | | |

SUBJECT: Time Extension Request
Cornell Rd. at Murray Blvd.
FAU 9022 (Cornell Rd.)
Contract No. 9181

To: Marion Craft
Region Construction Engineer
Milwaukie

From: James W. Cochell
Resident Engineer

Attached is a time extension from Hertz Electric Inc. requesting an additional 138 days on the above project. This project consisted of Grading, Paving and Traffic Signals. Following are some pertinent dates conserning this request.

| | |
|---|---|
| Contract awarded | 9-3-80 |
| Contract time specified | 220 CD |
| Calendar count started | 9-15-80 |
| Contractor began work | 2-13-81 |
| Contract completed | 6-23-81 |
| Calendar days used | 282 |
| Liquidated damages | 62 |

The contractors request is based on E.E.O. No. 1, right of way, utilities and labor dispute scheduling problems.

During the construction staking of the project it was noted that in the SW quadrant of Cornell and Murray an existing concrete curbed planted island with two luminaires and a rotating luminated shell sign were in conflict with proposed construction work. Since Washington County did the negotiating of additional R/W and easements they were contacted. Washington County indicated that as part of their agreement these poles with concrete footings would be relocated without cost to Shell Oil Co. They requested we do this work under the contract as extra work with the county reimbursing the project. It wasn't until February 19, 1981 that thesign footing details were received in our office from Shell Oil, consequently the contractor couldn't order the required anchor bolts needed until these were furnished. The bases were poured on March 18, 1981 and allowing 14 days for curing brings us up to April 1, 1981. This work all needed to be completed before strain pole no. 1 footing could be constructed.

There also was a holdup on the installation of strain pole no. 2 footing due to easement problems. A permit of entry was finally received in this office on March 17, 1981 (elapse of 185 days). It wasn't until this time that the contractor could begin his footing work on this pole.

West Slope Water District didn't complete their water facility relocation until February 24, 1981.

Although the contractor was able to perform other work in other areas during this time, which he did, he was unable to complete a portion of curb and sidewalk until the new signal installation was in operation so the existing signal poles could be removed,which were in conflict with completion of new construction.

Therefore due to the long delays involved which the contractor did not have any control over, I recommend that all liquidated damages (62 days) be relinquished.

(MEMORANDUM) 3341977

FORM APPROVED BY COMPTROLLER GENERAL, U.S., MAY 12, 1966

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

STATE VOUCHER NO.

VOUCHER FOR WORK PERFORMED UNDER PROVISIONS OF THE FEDERAL AID AND FEDERAL HIGHWAY ACTS, AS AMENDED

FHWA VOUCHER NO.

APPROPRIATION

FHWA SCHEDULE NO.

TO: UNITED STATES, DR., TO *(Insert official or depositary named in project agreement)*

Treasurer of the State of Oregon

ADDRESS

Capitol Bldg.
Salem, OR 97310

PAID BY

*(For use of Paying Office)*

STATE

Oregon

VOUCHER TYPE *(Check Appropriate Block)*

☐ CURRENT BILLING

VOUCHER PERIOD — FROM 11-30-78 TO 7-30-80

☐ OTHER PROGRESS

☒ FINAL VOUCHER (*)

FEDERAL AID PROJECT NO.

M-9022(1)

*(*) Use Form FHWA-144 for Final Voucher for a project constructed under certification acceptance or secondary road procedures (23 U.S.C. 117).*

| TOTAL ACTUAL COST | TOTAL COST | PRO RATA PORTION PAYABLE FROM U.S. | TOTAL AMOUNT EARNED | LESS PREVIOUS PAYMENTS | NET AMOUNT CLAIMED |
|---|---|---|---|---|---|
| $17,834.13 | $17,197.63 ✓ | 88.13% | $15,164.91 | $15,164.91 | $ 0.00 |

| RECEIVED DIVISION OFFICE | | DIVISION OFFICE REVIEW MADE | | PASSED FOR PAYMENT | |
|---|---|---|---|---|---|
| BY | DATE | BY | DATE | BY | DATE |
| [illegible] | | [illegible] | | V.E. Stacy, Controller | |

$ 0.00

PROGRAM SECTION
JUL 26 '81
Manager
Resource Unit
Project Unit
Program Unit
REFER TO
Circle one: Act | Line | R/D | Info | P/R | File

FORM PR-20A
(Rev. 5-78)

PREVIOUS EDITIONS ARE OBSOLETE

STATEMENT OF COSTS INCURRED UNDER PROJECT AGREEMENT

| ITEM NO. | ITEM | QUANTITY | UNIT | UNIT PRICE | AMOUNT | NOTATIONS (Payee must not use this column) |
|---|---|---|---|---|---|---|
| | Cornell Rd. at Murray Blvd. Section<br>Rd. Road in Washington County | | | | | |
| | Preliminary Engineering<br>Type Code P.E. | | | | | |
| | State | All | Required | | $17,197.68 | |
| | Total Participating Cost | | | | $17,197.68 | |
| | Nonparticipating Cost | | | | | |
| | State | All | Required | | 36.51 | |
| | **Total Project Cost** | | | | $17,234.19 | |
| | Prepared based on Participating costs as shown on Federal Billing as of 3/12/81. | | | | | |
| | AMOUNT CARRIED FORWARD . . . . . | | | | | |

| | | |

U. S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

# LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO.: IX-M-9022(4)

STATE PROJECT NO.: See below

FROM:
E. J. Valach, Acting Division Admin
FHWA - Oregon Division

PROGRAM NO.:

ITEM NO.: 90046

COUNTY NAME: Washington

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

RECEIVED
STATE HWY ENGR
FEB 10 '81
REFER TO Planning
FOR
Info | Invest | R/D | D/R | Sign | Act | File

TO:

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

orig to 2-105

| DATE PS&E APPROVED | DATE AUTHORIZATION EFFECTIVE | FEDERAL ROUTE NUMBER | STATE ROUTE NUMBER |
|---|---|---|---|
| 1/22/80 | 1/22/81 | FAU 9022 | County Road |

GENERAL LOCATION:

Cornell Road at Murray Blvd. Section

GENERAL DESCRIPTION OF WORK:

Move and reinstall existing signing

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☐ PREPARATION

☐ OTHER (Specify)

☐ ACQUISITION OF RIGHT-OF-WAY
CONSTRUCTION - ADVERTISE FOR RECEIPT
☐ OF BIDS

☒ CONSTRUCTION - PROCEED ON ~~XXXXXXXX~~ ~~XXXXXXXXXX~~ FORCE ACCOUNT BASIS

REMARKS

This will confirm the advance authorization date of 1/22/81, as requested in Mr. Keasey's letter of 1/23/81 as being in the public interest for the use of County Forces to proceed with the above work. State Force Order No. 3 representing work to be done by Washington County is approved for TEC NTE $800 Federal Funds $680.

| DATE | SIGNATURE OF APPROVING OFFICIAL | TITLE |
|---|---|---|
| 2/5/81 | E. K. Hansen | for Acting Division Administrator |

FORM PR-1240 (REV. 6-68) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

1151 STATE COPY

OMB No. 04-R2089

| TO BE COMPLETED BY FHWA<br>MONTHLY TRANSACTION NO.<br>9-189 & 9-192 | U. S. DEPARTMENT OF TRANSPORTATION<br>FEDERAL HIGHWAY ADMINISTRATION<br>**FEDERAL-AID PROJECT AGREEMENT** | State: OREGON<br>County: Washington<br>Project No.: IX-M-9022(4) |
|---|---|---|

**The State, through its Highway Agency,** having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

Cornell Rd.-Murray Blvd.

| PROJECT CLASSIFICATION OR PHASE OF WORK | EFFECTIVE DATE OF AUTHORIZATION | APPROXIMATE LENGTH *(Miles)* |
|---|---|---|
| HIGHWAY PLANNING AND RESEARCH (HP & R) | | |
| PRELIMINARY ENGINEERING | | |
| RIGHTS-OF-WAY | | |
| CONSTRUCTION | 1-22-80 | 0.00 |
| OTHER *(Specify)* | | |

FUNDS Pro Rata 88.15% and 85%

| ESTIMATED TOTAL COST OF PROJECT | FEDERAL FUNDS | |
|---|---|---|
| $ 5,890.00 | $ 5,181.00 | Code W36 |
| $ 127,670.00 | $ 108,517.00 | Code 823 |

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
*(Official name of Highway Agency)*

By R. J. Mooney

Assistant State Highway Engineer
*(Title)*

By xx For: H. S. Coulter

State Highway Engineer
*(Title)*

By _____

_____
*(Title)*

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By _____
*(Division Administrator)*

For: G. L. Green

Date executed by Division Administrator 9-22-80

Form PR-2 (Rev. 10 75) PREVIOUS EDITIONS ARE OBSOLETE

## AGREEMENT PROVISIONS

**1. RESPONSIBILITY FOR WORK**

a. Except for projects constructed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

b. With regard to projects performed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in accordance with the terms of its approved Certification, or exceptions thereto as may have been approved by the Federal Highway Administration.

**2. HIGHWAY PLANNING AND RESEARCH (HP&R) PROJECT.** The State highway agency will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

**3. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY.** In the event that actual construction of a road on this right-of-way is not undertaken by the close of the tenth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

**4. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES.** In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

**5. INTERSTATE SYSTEM PROJECT.** (a) The State highway agency will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway agency will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right of-way of the interstate system. (c) The State highway agency will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

**6. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT.** (a) This project authorized pursuant to 23 U.S.C. 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway agency, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 U.S.C. 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

**7. STAGE CONSTRUCTION.** The State highway agency agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHTO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation..

**8. BOND ISSUE PROJECT.** Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds,. its purpose and intent being to provide aid to the State, as authorized by 23 U.S.C. 122, for retiring maturities of the principal indebtednesss of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by 23 CFR Part 140, Subpart F, and Volume 1, Chapter 4, Section 8 of the Federal-Aid Highway Program Manual or the alternative State procedure set forth in the State's Certificate, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway agency for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

**9. SPECIAL HIGHWAY PLANNING AND RESEARCH PROJECT.** The State Highway agency hereby authorizes the Federal Highway Administration to charge the State's pro rata share of costs incurred against funds apportioned to the State under 23 U.S.C. 307 (c), as amended. In the event a project is financed with both Federal-aid funds and State matching funds, the State agrees to advance to The Federal Highway Administration the State matching funds for its share of the estimated cost. For a National Pooled Fund study, the State hereby assigns its responsibility for the work to the Federal Highway Administration. For an Intra-Regional Cooperative Study, the State hereby assigns its responsibility for the work to the lead State for the study.

**10. PARKING REGULATION AND TRAFFIC CONTROL.** The State highway agency will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the local unit of Government referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration, unless the State determines, and the Division Administrator concurs, that the local unit of Government has a functioning traffic engineering unit with the demonstrated ability to apply and maintain sound traffic operations and control.

Gen File



Oregon State Highway Division
Salem, Oregon, September 15, 1980

Federal-Aid Project
No. IX-M-9022(4)

CORNELL ROAD AT MURRAY BLVD.
WASHINGTON COUNTY

Project agreement estimate.

Type Code Y008
Channelization (Sta. "Cornell Rd." 132+52.80)

| | | | |
|---|---|---|---|
| Mobilization | All Required | | $ 7,452.00 |
| Temporary Protection and Direction of Traffic | All Required | | 3,964.75 |
| Temporary Signs | 195 sq.ft. | 1.50 | 292.50 |
| Temporary Barricades | 6 each | 80.00 | 480.00 |
| Flagmen | 100 hour | 22.00 | 2,200.00 |
| Removal of Structures and Obstructions | All Required | | 2,500.00 |
| General Excavation | 305 cu.yd. | 12.35 | 3,766.75 |
| Aggregate Base | 190 ton | 19.70 | 3,743.00 |
| Class "B" Asphalt Concrete | 440 ton | 32.85 | 14,454.00 |
| 10-inch Sewer Pipe | 4 lin.ft. | 41.50 | 166.00 |
| 12-inch Sewer Pipe | 54 lin.ft. | 21.95 | 1,185.30 |
| Concrete Inlets, Type G-1 | 1 each | 560.00 | 560.00 |
| Concrete Inlets, Type G-2 | 1 each | 635.00 | 635.00 |
| Concrete Walks | 50 sq.yd. | 25.85 | 1,292.50 |
| Concrete Driveways | 38 sq.yd. | 30.80 | 1,170.40 |
| Concrete Curbs | 500 lin.ft. | 8.45 | 4,225.00 |
| Extra for Asphalt Walks | 250 sq.yd. | 5.85 | 1,462.50 |
| Drainage Curbs | 215 lin.ft. | 3.40 | 731.00 |
| | | | $50,280.70 |

Anticipated Items

| | | |
|---|---|---|
| Permanent Pavement Striping | All Requdired | $ 1,300.00 |
| | Subtotal | $51,580.70 |
| | Engineering | 7,479.30 |
| | Total | $59,060.00 |

Type Code Y031
Traffic Signal (Sta. "Cornell Rd." 132+52.80)

| | | |
|---|---|---|
| Traffic Signal Installation, Complete | All Required | $52,437.00 |

Oregon State Highway Division
Salem, Oregon, September 15, 1980

Federal-Aid Project
No. IX-M-9022(4)

| | |
|---|---|
| Subtotal | $52,437.00 |
| Engineering | 6,553.00 |
| Engineering Sig. Cont. Testing) | 1,050.00 |
| Total | $60,040.00 |

Length of Project - - - 0.00

Work Retained in Program Status
(Not included in amounts below.)

| | | |
|---|---|---|
| Permanent Signing | All Required | $ 800.00 |
| Controller Software | All Required | 350.00 |

SUMMARY OF FUNDS

| Description | | Appn. Code | Total Cost | Federal Funds | State Funds | Other Funds |
|---|---|---|---|---|---|---|
| Channelization | | | $ 59,060 | | | |
| Traffic Signal | | | 60,040 | | | |
| Subtotal | | | $119,100 | | | |
| | 85% | 823 | $113,210 | $ 96,285 | $10,155 | $6,770 |
| | 88.15% | W36 | 5,890 | 5,181 | 354 | 355 |
| Reserve | 85% | 823 | 14,460 | 12,232 | 1,337 | 891 |
| Total | | | $133,560 | $113,698 | $11,846 | $8,016 |

Group 1 - 91%; Group 8 - 3%; Group 9 - 6%
Contract No. 9181
Prefix: 334-1977
Prefix: 334-1045

Oregon State Highway Division
Salem, Oregon, September 15, 1980

Federal-Aid Project
No. IX-M-9022(4)

CORNELL ROAD AT MURRAY BLVD.
Nonparticipating - State Work

| | | |
|---|---|---|
| Fire Preemption System, Complete | All Required | $ 7,000.00 |
| Opticom Testing | All Required | 810.00 |
| | | $ 7,810.00 |

August 22, 1980

CON 4

Washington County
Board of Commissioners
150 First Street North
Hillsboro, Oregon 97123

Attn: Larry Rice
Director of Public Works

Gentlemen:

On August 21, 1980 a satisfactory bid was received from Hertz Electric, Inc., P.O. Box 577, Albany, Oregon 97321 for Cornell Road at Murray Blvd. Section, FAU 9022. The advance deposit based on the anticipated construction cost of their bid is as follows:

| | | |
|---|---|---|
| Bid Items | | $106,717.70 |
| Anticipated Additional Items: | | |
| Permanent Signing | $ 800.00 | |
| Permanent Pavement Striping | 1,300.00 | |
| Signal Controller Testing | 1,050.00 | |
| Opticom Testing | 810.00 | |
| Controller Software (State forces) | 350.00 | 4,310.00 |
| | | $111,027.70 |
| Contingencies (4 1/2%) | | 4,996.25 |
| Engineering (9%) | | 9,992.49 |
| ESTIMATED TOTAL COST | | $126,016.44 |
| Less Non-Participating Costs | | 4,310.00 |
| Estimated Participating Costs | | $121,206.44 |

County's Advance Deposit:

| | | | |
|---|---|---|---|
| 6% of $121,206.44 | = | $ 7,272.39 | |
| Non Participating Costs | = | 4,310.00 | |
| | | $12,082.39 | or say $12,085.00 |
| Less Previous Deposit | | | 15,870.00 |
| UNUSED DEPOSIT | | | $ 3,785.00 |

At the option of the County, the unused deposit may be:

1) Returned to the County upon receipt of such request, or

2) Returned to the County upon project completion.

Please advise.

Very truly yours,

W. E. Swan
Operation Programming Engineer

WES:sf

cc: Jon Rose, Metro
V. E. Skoog

STATE OF OREGON
HIGHWAY DIVISION - ODOT

INTEROFFICE MEMO

TO: F I L E

DATE: August 19, 1980

FROM: H. S. Coulter
State Highway Engineer

SUBJECT: Footpaths and Bicycle Trails
August 21, 1980 Bid Letting

This is an informational report to document the Highway Division's action taken with regard to establishing footpaths and bicycle trails as set forth in ORS 366.514. Bids will be opened August 21, 1980 on the following projects:

1. 4th Street @ E and F Streets (Grants Pass)
   City Streets
   Josephine County
   Traffic Signals

   Footpaths or bicycle trails are not incorporated in this project as no new highway construction, reconstruction or relocation is involved

2. Beaverton-Tigard Highway @ Walker Road Int.
   Washington County
   Traffic Signals

   Same as No. 1

3. Cornell Road @ Murray Boulevard
   Cornell Road
   Washington County
   Paving

   Two fourteen-foot lanes with 12-foot left turn median. Four-foot sidewalks on Cornell Road and five-foot sidewalks on Murray Blvd. provided for pedestrian and bicycle traffic

4. S.E. Powell Boulevard Parking Lots A and B
   Mt. Hood Highway
   Multnomah County
   Parking Lot construction

   Same as No. 1

5. S.W. Bancroft Street-Sellwood Bridge (Portland)
   Oswego Highway
   Multnomah County
   Grading and Paving

   Five-foot sidewalks, sidewalk ramp and stairways are being constructed for pedestrian and bicycle use

cc
E. S. Hunter
D. G. Talbot
L. E. George
F. E. Terpin
George Bell
Don Harwell

Contains Recycled Materials

Section Cornell Road at Murray Blvd. Program g Estimate $ _____

Highway FAU 9022 (Cornell) Project Length 0.11 miles

County Washington Completion Time 220 calendar Days

Kind of Work Grading, Paving and Signals Est. Comp. Date 4-1-81

Prefix 334-1977-921 Letting Date July 31, 1980 Project No. IX-9022(4)

## ESTIMATED CONSTRUCTION AUTHORIZATION

| | | |
|---|---|---|
| Estimated Contract Amount . . . . . | | $ 120,870 — |
| Anticipated Additional Items: | | |
| Royalty Payment . . . . . | | |
| Permit Fees . . . . . | | |
| Slide Correction . . . . . | | |
| Railroad Protective Costs . . . . . | | |
| Other Railroad Costs . . . . . | | |
| Permanent Signing . . . . . | 800 | |
| Permanent Pavement Striping . . . . . | 1,300 | |
| Temporary Pavement Striping . . . . . | | |
| Remove Pavement Striping (Exist. & Temp.) . . . | | |
| Temporary Erosion Control . . . . . | | |
| State Furnished _____ . . . . . | | |
| Roadside Seeding & Mulching . . . . . | | $ 4,310 — |
| Asphalt Cement Adjustment . . . . . | | |
| On the Job Trainees . . . . . | | |
| State Responsibility for Damages . . . . . | | |
| Signal Controller Testing (Engineering) . . . . . | 1,050 | |
| Bikeway Signs . . . . . | | |
| Furnish Mailbox Posts . . . . . | | |
| Adjust ~~Utilities~~: | | |
| _____ . . . . . | | |
| Opticom testing . . . . . | (810) | Non-Participating |
| _____ . . . . . | | |
| Controller Software (State Forces) . . . . . | 350 | |
| _____ . . . . . | | |
| Subtotal | | $ 125,180 00 |
| Contingencies (4-1/2%) . . . . . | | 5,633 10 |
| Engineering (8, (9) 10%) . . . . . | | 11,266 20 |
| Subtotal | | $ 142,079 30 |
| Credit for _____ . . . . . | | |
| Estimated Net Authorization, Construction 6-19-80 . . . . . | | $ 142,079 30 |
| | | .85 — |
| | | 120,767 |

APPROVED

cc: Max Klotz

Max is checking w/county on how to proceed, also Fire prompt funding.

REC'D 6-19-80

Max says Fire District will pay all costs of Fire-prompt & collect adv. dep. from County.

_____

Road Design Engineer

OREGON STATE HIGHWAY DIVISION
SUMMARY--BID SCHEDULE--COST ESTIMATE

Sheet 1 of 1
Date 5/29/80

Section Cornell Road at Murray Blvd. County Washington
Kind Of Work Grading, Paving and Signals Length .11 Name Bergstedt

| No. | Item | Code | Unit | Quant. | Unit Cost | Total |
|---|---|---|---|---|---|---|
| | Mobilization | | All | All | ~~8%~~ 3% | ~~5,800~~ ~~2,200~~ |
| | Temporary Protection and Direction of Traffic | | All | All | — | 1,900 |
| | Temporary Signs | | Sq. Ft. | 195 | 6.00 | 1,170 |
| | Temporary Barricades | | Each | 6 | 115.00 | 690 |
| | Flagmen | | Hour | 100 | ~~22~~ 24 | ~~2,200~~ 2,400 |
| | Roadwork | | | | | |
| | Removal of Structures and Obstructions | | All | All | — | 1,000 |
| | General Excavation | | Cu. yd. | 305 | 10 | 3,050 |
| | Aggregate Base | | Ton | 190 | 10 | 1,900 |
| | Class "B" Asphalt Concrete | | Ton | 440 | 45 | 19,800 |
| | 10-inch Sewer Pipe | | Lin. Ft. | 4 | 30 | 120 |
| | 12-inch Sewer Pipe | | Lin. Ft | 54 | 25 | 1350 |
| | Concrete Inlets, Type G-1 | | Each | 1 | ~~550~~ 550 | ~~550~~ 550 |
| | Concrete Inlets, Type G-2 | | Each | 1 | ~~700~~ 600 | ~~700~~ 600 |
| | Concrete Walks | | Sq. Yd. | 50 | 20 | 1,000 |
| | Concrete Driveways | | Sq. Yd | 38 | 30 | 1,140 |
| | Concrete Curbs | | Lin. Ft. | 500 | 5.25 | 2,625 |
| | Extra for Asphalt Walks | | Sq. Yd. | 250 | 6.00 | 1,500 |
| | Drainage Curbs | | Lin. Ft | 215 | 5.00 | 1,075 |
| | Traffic Signals | | | | | |
| | Traffic Signal Installation, Complete | | All | All | — | 66,400 |
| | Fire Pre-emption Systems Complete | | All | All | — Non Participating | 7,000 |

U. S. DEPARTMENT OF TRANSPORTATIC FEDERAL HIGHWAY ADMINISTRATION

# LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO.
X-M-9022(4)

STATE PROJECT NO.
See below

FROM:
G. L. Green, Division Administrator
Salem, Oregon

PROGRAM NO.

ITEM NO.
90046

COUNTY NAME
Washington

PROGRAM STAGE (Check)
☐ 1. ☐ 2.

TO:

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

RECEIVED
STATE HWY ENGR
JUL 30 '80
REFER TO
Mr. Swan

7:30 am

| DATE PS&E APPROVED | DATE AUTHORIZATION EFFECTIVE | FEDERAL ROUTE NUMBER | STATE ROUTE NUMBER |
|---|---|---|---|
| 1-22-80 | 7-30-80 | FAU 9022 | County Road |

GENERAL LOCATION:
Cornell Road at Murray Blvd. Section

GENERAL DESCRIPTION OF WORK:
Gradeing, paving and signals

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☐ PREPARATION

☐ ACQUISITION OF RIGHT-OF-WAY
CONSTRUCTION - ADVERTISE FOR RECEIPT
☒ OF BIDS

☒ OTHER (Specify)
Permanent Pavement Striping S. F. $1,300

☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

After concurrence in award you are authorized to proceed with those items listed above as shown in your Estimate.

Mr. Swan's 7-28-80 request and certifying statements are accepted.

PS&E documents for the subject project have been reviewed and are approved at a total estimated cost of $133,650 - Federal Funds $113,698.

A signed copy of the Title Sheet is returned herewith.

| DATE | SIGNATURE OF APPROVING OFFICIAL | TITLE |
|---|---|---|
| 7-30-80 | D. K. Hassan | for Division Administrator |

FORM PR-1240 (REV. 6-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1975 611 885

July 30, 1980

ACC

Washington County
Board of Commissioners
150 First Street North
Hillsboro, Oregon 97123

Attn: ~~Mr. John F. Crockett~~
Director of Public Works

Gentlemen:

We have scheduled the Cornell Road at Murray Boulevard project for bid opening on August 21, 1980.

We are experiencing delays in awarding contracts and propose to accept advance deposits based on our engineer's estimate. If the low bid exceeds our estimate we will request the additional County share and, with County's concurrence we will award the contract. Should the bid be less than our estimate, we will solicit County's desire regarding refund of the unused funds.

County's estimated share of Construction is:

| | | |
|---|---|---|
| Total Estimated Cost | | [illegible] |
| Less Non-Participating Costs: | | |
| Fire Pre-emption System | [illegible] | |
| Flow Testing | 913 | [illegible] |
| Total Participating Cost | | [illegible] |
| Less Federal Funds | | [illegible] |
| Less State Share (3%) | | [illegible] |
| County Share: | | |
| Plus Non-Participating Costs | | [illegible] |
| Total County Share = | | [illegible] |
| COUNTY'S ADVANCE DEPOSIT = | | [illegible] |

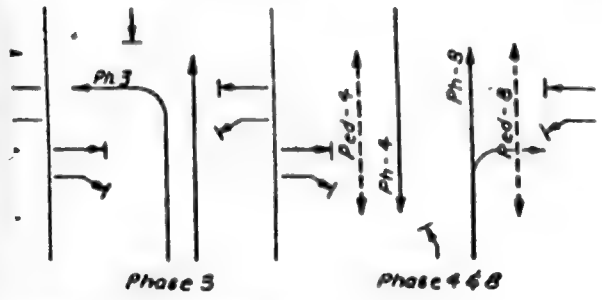
The attached sheet defines the three options for making your advance deposit. Please select the option you desire and submit your advance deposit in accordance with the instructions.

Very truly yours,

D. E. Swan
Operations Program Engineer

GEZ:pf

bcc w/AD # 804: Jon Rose, Region 1 Federal Aid Engineer
Vern Skoog - Please return completed AD # 804 when advance deposit is received.



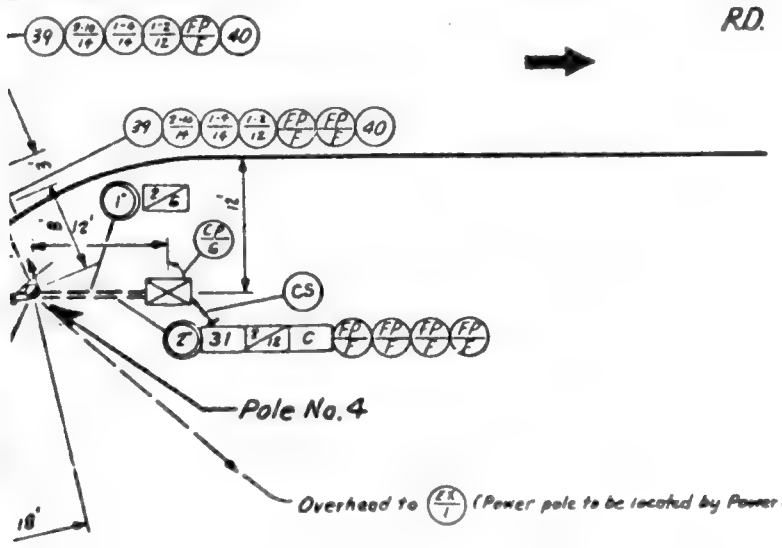

VENCE OF OPERATION

PRELIMINARY COPY

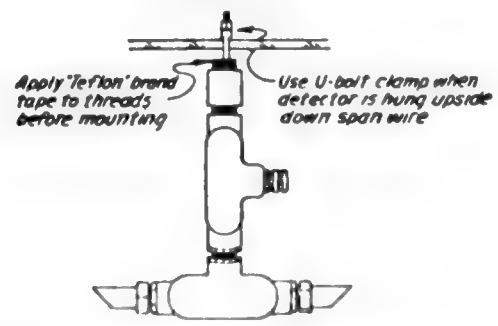
JUN . 0 19 . 1

Vo. 3

SUBJECT TO MUTUAL REVIEW



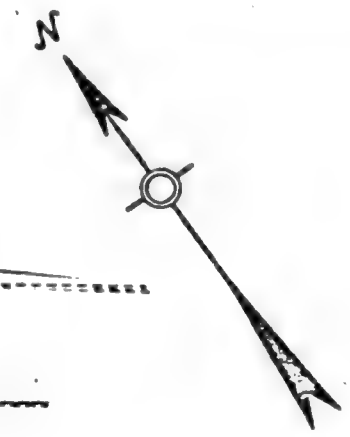

SPAN WIRE MOUNTING
Elevation View




TYPICAL MOUNTING DETAIL
FIRE PRE-EMPTION DETECTOR UNIT

SIGNAL PLAN
CORNELL ROAD AT MURRAY BLVD.

SCALE: 0 10 20 40 FEET




Carl Ruel
COUNTY APPROVAL

7 / 28 / 80
DATE

## LEGEND

| | |
|---|---|
| EX/1 | Power pole to be located by power company (power source) |
| SP | Install Type 2 strain pole |
| CP/G | Install Model 170 controller in type 332 cabinet with four channels of fire pre-emption |
| P/T | Install Type (T) pedestrian signal (modified) |
| 2/6 | Install 2 No. 6 TW wires (power) |
| 2/12 | Install 2 No. 12 TW wires (signs) |
| N | Install (N) No 14 THWN wires |
| C | Install 1 No. 6 THWN wire (signal common) |
| X-N/G | Install (X)-(N) wire No. (G) control cable |
| 39 | Install 3/8" galvanized messenger cable |
| 40 | Install 1/4" galvanized tether wire (see detail on Detector Sheet) |
| 54 | Install service cabinet with 40 amp SPST breaker |
| S | Install (S") galvanized rigid electrical conduit |
| TC | Install terminal cabinet |
| MS | Install 120-volt meter service |
| V/Ph | Install (Ph) phase vehicle signal |
| PB/Ph | Install (Ph) phase pedestrian pushbutton w/sign |
| PV/Ph | Install (Ph) phase programmed vehicle signal |
| OS/2L | Install interior illuminated 'LEFT TURN SIGNAL' sign |
| OS/SR | Install interior-illuminated right arrow "ONLY" sign |

Ph = Phase shown
N = Number of conductors
T = Type shown
S = Size shown
G = AWG size shown
X = Number of cables shown
45C = 12"R, 12"Y, 12"G
45B = 12"R, 12"Y, 12"GLTA

| | |
|---|---|
| CS | Install 1½" conduit stub 12" below grade (Cap Ends) |
| PS/TR | Install post-mounted "RIGHT LANE MUST TURN RIGHT" sign R3-7 |
| FP/D1 | Install one-way fire pre-emption detector unit |
| FP/F | Install fire pre-emption detector feeder cable |

APPROVED
TRAFFIC ENGINEER
10/26/79
DATE

OREGON STATE HIGHWAY DIVISION

TRAFFIC SIGNAL INSTALLATION
CORNELL ROAD AT MURRAY BLVD. SECTION
FAU 5022 (CORNELL RD.)
WASHINGTON COUNTY

ACCOMPANIED BY DWGS. 1470, 1471, 1472, 1473, 1488, 35009, 3500, S-1, S-31, 4706

DWG. NO. 4705 N

U. S. DEPARTMENT OF TRANSPORTATIC FEDERAL HIGHWAY ADMINISTRATION

# LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO.
IA .-9022(4)

STATE PROJECT NO.
See below

FROM:
G. L. Green, Division Administrator
Salem, Oregon

PROGRAM NO.

ITEM NO.
90046

COUNTY NAME
Multnomah

PROGRAM STAGE (Check)
☐ 1. ☐ 2.

TO:

Mr. H. S. Coulter
State HighwayEngineer
State of Oregon
Salem, Oregon

7-30
ow

RECEIVED
STATE HWY ENGR
JUL 30'80
REFER TO
FOR
Info | Ines | RD | DR | Sta | Att | File

| DATE PS&E APPROVED | DATE AUTHORIZATION EFFECTIVE | FEDERAL ROUTE NUMBER | STATE ROUTE NUMBER |
|---|---|---|---|
| 1-22-80 | 7-28-80 | FAU 9022 | County Road |

GENERAL LOCATION:
Cornell Road at Murray Blvd. Section

GENERAL DESCRIPTION OF WORK:
Program Change

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☐ PREPARATION

☐ ACQUISITION OF RIGHT-OF-WAY
CONSTRUCTION • ADVERTISE FOR RECEIPT
☐ OF BIDS

☒ OTHER (Specify)
Program Change See below

☐ CONSTRUCTION • PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Swan's letter of 5-19-80 I approve the program change adding to the appropriation code "W36" - Class of Funds and "allocated urban system" with an obligation of funds TEC $5,890 - Federal Funds $5,181.

| DATE | SIGNATURE OF APPROVING OFFICIAL | TITLE |
|---|---|---|
| 7=28-80 | G. K. Green | for Division Administrator |

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U. S. GOVERNMENT PRINTING OFFICE: 1975 631-855

U. S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

# LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO.: 9022(4)

STATE PROJECT NO.: See below

FROM: G. L. Green, Division Administrator
Salem, Oregon

PROGRAM NO.:

ITEM NO.: 90046

COUNTY NAME: Washington

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

TO:

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

RECEIVED
STATE HWY ENGR
JUL 24 '80
REFER TO
FOR
Info | Hayes | R/D | O/R | Sam | Art | File

| DATE PS&E APPROVED | DATE AUTHORIZATION EFFECTIVE | FEDERAL ROUTE NUMBER |
|---|---|---|
| 1-22-80 | 7-17-80 | FAU 9022 |

STATE ROUTE NUMBER: County Road

GENERAL LOCATION:
Cornell Road at Murray Blvd.

GENERAL DESCRIPTION OF WORK:
Program Change

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY

☐ PRELIMINARY ENGINEERING FOR SURVEY AND PLAN PREPARATION

☐ ACQUISITION OF RIGHT-OF-WAY

☐ CONSTRUCTION - ADVERTISE FOR RECEIPT OF BIDS

☒ OTHER (Specify) Program Change - See below

☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Swan's letter of 5-19-80 I approve the revised Construction costs to a TEC of $127,670 - Federal Funds $108,517. (Increase TEC $26,020 - Federal Funds $22,117)(Advice dated 7-16-80).

Increases in the amount authorized hereon are subject to the availability of funds as determined by obligation ceilings, appropriations, and Urban Mass Transportation Administration releases.

| DATE | SIGNATURE OF APPROVING OFFICIAL | TITLE |
|---|---|---|
| 7-17-80 | G. K. Hansen | for Division Administrator |

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U. S. GOVERNMENT PRINTING OFFICE: 1975—631 455

,0

| | | |
|---|---|---|
| TOT. COST = | ~~7-9-80~~ 131,869 (DSE) | |
| " AUTH = | 101,650 | |
| TOT. CO. | #30,219 | |
| CO. MATCH | #6,100 | |
| NON PART | 7,810 | 8864 |
| 4½% | 351 | |
| 9% | 703 | |
| | # | |
| TOT. CO. MATCH | #45,183 | |

CORNELL RD @ MURRAY BLVD:

MAX WILL CHECK W/ COUNTY
BUZ SAYS 7-31 BID LETTING HAS
BEEN CANCELLED.

Oregon State Highway Division
Salem, Oregon June 20, 1980

Federal Aid Project
No. IX-M9022(4)

Cornell Road at Murray Blvd.
Washington County

PS&E ESTIMATE

Type Code Y008
Channelization (Sta. "Cornell Rd." 132+52.80)

| | | | |
|---|---|---|---|
| Mobilization | | All Required | $ 5,800.00 |
| Temporary Protection and Direction of Traffic | | All Required | 1,900.00 |
| Temporary Signs | 195 Sq. Ft. | 6.00 | 1,170.00 |
| Temporary Barricades | 6 Each | 115.00 | 690.00 |
| Flagmen | 100 Hour | 24.00 | 2,200.00 |
| Removal of Structures and Obstructions | | All Required | 1,000.00 |
| General Excavation | 305 Cu. Yd. | 10.00 | 3,050.00 |
| Aggregate Base | 190 Ton | 10.00 | 1,900.00 |
| Class "B" Asphalt Concrete | 440 Ton | 45.00 | 19,800.00 |
| 10-inch Sewer Pipe | 4 Lin. Ft. | 30.00 | 120.00 |
| 12-inch Sewer Pipe | 54 Lin. Ft. | 25.00 | 1,350.00 |
| Concrete Inlets, Type G-1 | 1 Each | 550.00 | 550.00 |
| Concrete Inlets, Type G-2 | 1 Each | 600.00 | 600.00 |
| Concrete Walks | 50 Sq. Yd. | 20.00 | 1,000.00 |
| Concrete Driveways | 38 Sq. Yd. | 30.00 | 1,140.00 |
| Concrete Curbs | 500 Lin. Ft. | 5.25 | 2,625.00 |
| Extra for Asphalt Walks | 250 Sq. Yd. | 6.00 | 1,500.00 |
| Drainage Curbs | 215 Lin. Ft. | 5.00 | 1,075.00 |
| | | | $ 47,470.00 |

Anticipated Items

| | | |
|---|---|---|
| Permanent Pavement Striping | All Required | 1,300.00 |
| | SUBTOTAL | $ 48,770.00 |
| | Engineering | 7,071.00 |
| | TOTAL | $ 55,841.00 |

Type Code Y031
Traffic Signal (Sta. "Cornell Rd." 132+52.80)

| | | |
|---|---|---|
| Traffic Signal Installation, Complete | All Required | $ 66,400.00 |
| | SUBTOTAL | $ 66,400.00 |
| | Engineering | 8,578.00 |
| Engineering (Sig. Cont. Testing) | | 1,050.00 |
| | TOTAL | $ 76,028.00 |

Length of Project ---------- 0.00 mi.

Work Retained in Program Status
(not included in amounts below)

| | | |
|---|---|---|
| Permanent Signing | All Required | $ 800.00 |
| Controller Software | All Required | 350.00 |

SUMMARY OF FUNDS

| Description | Appn. Code | Total Cost | Federal Funds | State Funds | Other Funds |
|---|---|---|---|---|---|
| Channelization | | $ 55,841.00 | | | |
| Traffic Signal | | 76,028.00 | | | |
| TOTAL | | $131,869.00 | $112,218.00 | $ 11,791.00 | $ 7,860.00 |
| 85 % | 823 | 127,670.00 | 108,517.00 | 11,492.00 | 7,661.00 |
| 88.15% | W36 | 4,199.00 | 3,701.00 | 299.00 | 199.00 |

Group 1 91%; Group 8 3%; Group 9 6%
Contract No.
Prefix 334-1977
Prefix 334-10

Cornell Road at Murray Blvd.
Nonparticipating-State Work

| | | |
|---|---|---|
| Fire Preemption System, Complete | All Required | $ 7,000.00 |
| Opticom Testing | All Required | 810.00 |
| | | $ 7,810.00 |

# WASHINGTON COUNTY

ADMINISTRATION BUILDING – 150 N. FIRST AVENUE
HILLSBORO, OREGON 97123

TECHNICAL
SERVICES UNIT

JUN 0 3 1980

BOARD OF COMMISSIONERS
MILLER M. DURIS, Chairman
JIM FISHER, Vice Chairman
VIRGINIA DAGG

June 2, 1980

DEPT. OF PUBLIC WORKS
LARRY RICE, Director
ROOM 201
(503) 648-8886

Max Klotz
Technical Services Engineer
Oregon Department of Transportation
5821 N.E. Glisan
Portland, Oregon 97213

Subject: Murray/Cornell Road Traffic Signal

Dear Max:

In light of the funding problems we are encountering with interstate transfer funds, I want to assure you that the county will backup any shortfall needed to bid this project in July. It is my understanding that we are short of approximately $20,000 to $25,000 for PE and constructing of this project. I want to assure you that we do not want to have this project delayed past the July 24 bid letting date. Therefore, if you have not received notification of federal approval of the additional funding by the end of June or by the time you advertise for bids, the county will provide the additional funds needed to award this project.

If you have any questions, please feel free to give me a call. The additional funds that we would have to provide, would come from our systems development fund.

Very truly yours,

Michael A. Borresen

Michael A. Borresen
Project Development Engineer

MAB:ja

c.c: Gary Zahner

REGON STATE HIGHWAY DIVISION
17 DOT Building
alem, Oregon 97310

Highway# 734
334-1977

Attention: Right-of-Way Section

Subject: Federal Aid Project No. M-9002(1)
Project Name Cornell Road at Murray Blvd.
FAU-9022, Cornell Rd

Regarding the above referred to federal aid project, we hereby certify that to the best of our knowledge and belief:

A. Existing Right-of-Way

☐ 1. All construction can be accomplished completely within the existing right-of-way. This existing right-of-way was acquired prior to January 2, 1971.

B. New Right-of-Way

☒ 1. This project required additional right-of-way purchased after January 2, 1971. Right-of-way, easements, or rights-of-entry required for this project have been secured in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, and all incidental charges related to the transfer of property will be paid by the county in accordance with said Act.

☐ a. There has been no displacement of persons from residences, farms or businesses.

OR

☐ b. There has been displacement of persons from either residences, farms or businesses and in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, displaced persons, businesses, or farm operations have been provided relocation payments, if eligible, and relocation assistance. Displaced individuals or families have been relocated to decent, safe and sanitary housing or have been offered decent, safe, sanitary and fair housing immediately available on the open market.

C. Utilities

☒ 1. The occupancy and/or adjustment of existing utilities within the right-of-way of the above referred to federal aid project have been authorized by permit, franchise, or other approved procedure.

Signed at Hillsboro, Oregon, this 20th day of May, 1980

APPROVED WASHINGTON COUNTY
BOARD OF COMMISSIONERS
DATE 5-20-80

Certified By:
DATE
BY

Regional Right-of-Way Supervisor
Date June 3, 1980

County of WASHINGTON

~~County Judge~~/Chairman
Miller M. Duris

Recording Secretary

~~Commissioner~~

~~Commissioner~~

Instructions: Complete A or B and C.
R/W File No. _____
Rev. 1/76

VICTOR ATIYEH
GOVERNOR

# *Department of Transportation*
## HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:
PRO 6-2

May 19, 1980

TO: G. L. Green, Division Administrator
Federal Highway Administration

Original Signed By
D. E. Swan

FROM: D. E. Swan
Operation Programming Engineer

SUBJECT: Change & Increase of Project Funding
Item No. 90046
Project No. IX-9022(4)
Cornell Rd. @ Murray Blvd. Sec.
Washington County

I request approval to joint fund the subject project with allocated Urban System funds requiring changes on the PR-1 form as follows:

1) Project Number: Change to read "IX-M-9022(4)."
2) Appn. Code: Add "W36".
3) Class of Federal Funds: Change to read "... & Allocated Urban System.
4) Estimate Project Cost by Phases: Change to read...

| Appn Code | TEC | FF | SF | OF | % |
|---|---|---|---|---|---|
| 823 | $127,670 | $108,517 | $11,492 | $7,661 | 85 |
| W36 | 5,890 | 5,181 | 354 | 355 | 88.15 |
| | $133,560 | $113,698 | $11,846 | $8,016 | |

Approval of this request will involve additional Interstate Substitution General Funds financing for the project based on the fact that the latest cost estimate exceeds the funds obligated under PS&E on January 22, 1980. Approval of this request will involve additional estimated total cost of $26,020 and obligation of $22,117 in Interstate Transfer funds.

Form 734-3122

A tabulation of the amounts of Interstate Transfer funds (I-80N) involved are as follows:

| REQUEST | TEC | FF | SF(9%) | OF(6%) |
|---|---|---|---|---|
| Present | $127,670 | $108,517 | $11,492 | $7,661 |
| Previous | 101,650 | 86,400 | 9,150 | 6,100 |
| Difference | $ 26,020 | $ 22,117 | $ 2,342 | $1,561 |

JLG:bke

cc: R.N. Bothman (Metro)
Max Klotz (Metro)
Jon Rose (Metro)
Gary Zehner

5-16-80

## CORNELL RD @ MURRAY BLVD.

CONST. ESTIMATE = $125,000 (FROM ANT BUDGET 5-15-80)
PE " = $17,000 (FAU)

## STAFF REP. 67

PE = 12,320 FT
NEED " = 15,000 FT
TOTAL FAU = 20,181
FAU BALANCE " = 5181 FF / .88 FIX COST = $5,888 FAU

FAIX CONST = 90,157 FF / .85 FIX COST = 106,067 FAIX
$111,955

$125,000 - $13,045 NEW ICE EST. $125,000

[illegible] 1111 x 7.5 FT $110,150 ÷ .85 = 129,588
" FAU " " 5,181 ÷ .88 = 5,888
TOT = $135,476

[illegible]

9022

Section Cornell Road & Murray Blvd. Program ng Estimate $ 11,500 Jan

Highway FAU 9022 (Cornell) Project Length .11 miles

County Washington Completion Time (220) ~~240~~ Calendar Days

Kind of Work Grading, Paving, and Signals Est. Comp. Date 10-03-80

Prefix 334-1977-921 Letting Date ~~Jan 24, 1980~~ March 27 Project No. IX-9022(4)

## ESTIMATED CONSTRUCTION AUTHORIZATION

96,170.00

Estimated Contract Amount . . . . . $ ~~94,895.00~~

Anticipated Additional Items:

| | | |
|---|---|---|
| Royalty Payment | | |
| Permit Fees | | |
| Slide Correction | | |
| Railroad Protective Costs | | |
| Other Railroad Costs | | |
| Permanent Signing | 900.00 | |
| Permanent Pavement Striping | 1300.00 | |
| Temporary Pavement Striping | | |
| Remove Pavement Striping (Exist. & Temp.) | | |
| Temporary Erosion Control | | |
| State Furnished _____ | | |
| Roadside Seeding & Mulching | | $ 3900 |
| Asphalt Cement Adjustment | | |
| On the Job Trainees | | |
| State Responsibility for Damages | | |
| Signal Controller Testing (Engineering) | 1000.00 | |
| Bikeway Signs | | |
| Furnish Mailbox Posts | | |
| Adjust Utilities: | | |
| _____ | | |
| _____ | | |
| OPTICOM Testing | 800.00 | |
| _____ | | |
| _____ | | |

100,070.00

Subtotal $ ~~98,795.00~~

Contingencies (4-1/2%) . . . . . 4,503.15 ~~4,445.78~~

Engineering (8, 9, 10%) . . . . . 9,006.30 ~~9,879.50~~

Subtotal 113,579.45 $ ~~113,120.28~~

Credit for _____ . . . . . ~~—~~

Estimated Net Authorization, Construction . . . . . $ ~~113,120.28~~ 113,579.45

APPROVED

NOTED
D. O. Christensen

REC'D. 2-19-80
OK

Road Design Engineer

OREGON STATE HIGHWAY DIVISION — Sheet 1 of 2

SUMMARY--BID SCHEDULE--COST ESTIMATE — Date 10/24/79

Section Cornell Road at Murray Blvd. — County Washington

Kind Of Work Grading, Paving and Signals — Length .11 — Name B. Bergsted

11-26-79

| No | Item | Code | Unit | Quant. | Unit Cost | Total $ |
|---|---|---|---|---|---|---|
| | Mobilization | | All | All | (8%) | 7,100 |
| | Temporary Protection and Direction of Traffic | | All | All | — | 1,900 |
| | Temporary Signs | | Sq. Ft. | 195 | 6.00 | 1,170 |
| | Temporary Barricades | | Each | 6 | 115.00 | 690 |
| | Flagmen | | Hour | 100 | 24.00 | 2400 |
| | | | | | | |
| | | | | | | |
| | | | | | | |
| | Roadwork | | | | | |
| | Removal of Structures and Obstructions | | All | All | — | 1,000 |
| | General Excavation | | Cu. yd. | 305 | 10.00 | 3,050 |
| | Aggregate Base | | Ton | 190 | 10.00 | 1,900 |
| | Class "B" Asphalt Concrete | | Ton | 440 | ~~45.00~~ ~~45~~ | ~~19,800~~ ~~1,980~~ |
| | 10-inch Sewer Pipe | | Lin. Ft. | 4 | 30.00 | 120 |
| | 12-inch Sewer Pipe | | Lin. Ft. | 54 | 25.00 | 1,350 |
| | Concrete Inlets, Type C-1 | | Each | 1 | 650.00 | 650 |
| | Concrete Inlets, Type C-2 | | Each | 1 | 700.00 | 700 |
| | Concrete Walks | | Sq. Yd. | 50 | 20.00 | 1,000 |
| | Concrete Driveways | | Sq. Yd. | 38 | 30.00 | 1,140 |
| | Concrete Curbs | | Lin. Ft. | 500 | 5.25 | 2,625 |
| | Extra for Asphalt walks | | Sq. Yd. | 250 | 6.00 | 1,500 |
| | ~~Asphalt walks~~ | | | | ~~15.00~~ | ~~3,750~~ |
| | ~~Asphalt Driveways~~ | | ~~Sq. Yd.~~ | ~~35~~ | ~~30.00~~ | ~~1,050~~ |
| | ~~Asphalt sidewalk, Ramps~~ | | ~~Each~~ | ~~1~~ | ~~200.00~~ | ~~200~~ |
| | Drainage Curbs | | Lin. Ft. | ~~400~~ 210 | 5.00 | 1,050 |

OREGON STATE HIGHWAY DIVISION — Sheet 2 of 2

SUMMARY--BID SCHEDULE--COST ESTIMATE — Date 10/30/79

Section Cornell Road at Murray Blvd. — County Washington

Kind Of Work Grading, Paving and Signals — Length .11 — Name B. Boegsted

| Item | Code | Unit | Quant. | Unit Cost | Total |
|---|---|---|---|---|---|
| Traffic Signals | | | | | |
| Traffic Signal Installation, Complete | | All | All | — | 47,000 00 |

U. S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

# LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO.
K-9022(4)

STATE PROJECT NO.
see below

FROM:
G. L. Green, Division Administrator
FHWA - Oregon Division

PROGRAM NO.

COUNTY NAME
Washington

LOCAL
90046

PROJECT STAGE (Check)
P. ___ E. ___

TO:

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, OR

RECEIVED
STATE HWY ENGR
APR 2'80
REFER TO
FILE

DATE PS&E APPROVED
1/22/80

DATE AUTHORIZATION EFFECTIVE
1/22/80

FEDERAL ROUTE NUMBER
FAU 9022

STATE ROUTE NUMBER
County Road

GENERAL LOCATION:
Cornell Road at Murray Blvd. Section

GENERAL DESCRIPTION OF WORK:
Channelization and Signal

YOU ARE AUTHORIZED TO PROCEED

☐ PRELIMINARY ENGINEERING

☐ LOCATION SURVEYS

☐ PREPARATION OF PLANS

☒ OTHER (Specify) See Below

☐ RIGHT OF WAY ACQUISITION

☐ UTILITY RELOCATIONS

☐ CONSTRUCTION

☐ ENGINEERING ON AGREED COST BASIS

REMARKS

As requested in Mr. Swan's letter of 9/21/79 and 3/17/80 you are authorized to proceed with actions necessary to advance the project construction of the subject project.

PS&E documents for the subject project have been revised and are approved at a FEC of $1,1,650 Federal Funds limited to $1,1,650.

(Advice No 12-0.-10 dated 11/30/79)

DATE
3/24/80

for Division Administrator

FORM PR-1240
(REV. 8-76)

VICTOR ATIYEH
GOVERNOR

# *Department of Transportation*
## HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:

March 17, 1980

TO: G. L. Green, Division Administrator
Federal Highway Administration

NOTED
E. S. HUNTER

FROM: D. E. Swan
Operation Programming Engineer

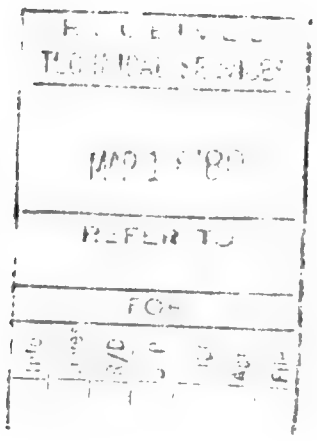
SUBJECT: PS&E Data Submission
Item No. 90046
Project No. IX-9022(4)
Cornell Road at Murry Blvd.

We are forwarding documentation for PS&E approval of the subject project in the amounts tabulated below.

It is the Oregon State Highway Division's intention to receive bids for this project on April 24, 1980 but request PS&E approval and authorization to proceed with actions necessary to advance the physical construction at this time. Right-of-way, Utility, Environmental Certification and other status reports will be submitted at the time we request advertising authorization.

| | |
|---|---|
| Federal Funds (85%) | $ 86,400.00 |
| State Funds | 25,203.00 |
| TOTAL COST | $111,603.00 |

DAR:dmc
Attachments
cc: E. S. Hunter
W. J. Hart
J. H. Versteeg



Form 734-3122

U. S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

# LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO.
-9022(1)

STATE PROJECT NO.
See below

FROM:
G. L. Green, Division Administrator

PROGRAM NO.

ITEM NO.
90046

COUNTY NAME
Washington

PROGRAM STAGE (Check) 1. 2.

TO:
Mr. H. S. Coulter,
State Highway Engineer
Salem, Oregon

3/14/80
Orig

RECEIVED
STATE HWY ENGR
MAR 14 '80
REFER TO
Moehring
FOR

| DATE PS&E APPROVED | DATE AUTHORIZATION EFFECTIVE | FEDERAL ROUTE NUMBER | STATE ROUTE NUMBER |
|---|---|---|---|
| | 3-3-80 | FAU 9022 | County road |

GENERAL LOCATION:
Cornell Road at Murray Blvd

GENERAL DESCRIPTION OF WORK:
Program Change

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

- ☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
- ☐ PRELIMINARY ENGINEERING FOR SURVEY AND PLAN PREPARATION
- ☒ OTHER (Specify) Program Change - See below
- ☐ ACQUISITION OF RIGHT-OF-WAY
- ☐ CONSTRUCTION • ADVERTISE FOR RECEIPT OF BIDS
- ☐ CONSTRUCTION • PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Swan's letter of 2-20-80 I approve the revised Preliminary Engineering costs to a TEC of $14,150 with Federal participation limited to $12,130.

(Increase TEC $7,150 - F.F. $6,130)

| DATE | SIGNATURE OF APPROVING OFFICIAL | TITLE |
|---|---|---|
| 3-3-80 | G. K. Hoesman | for Division Administrator |

FORM PR-1240 (REV. 6-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1978—721-918

9022

cc: Max Klotz

Rec'd 12-5-79

Sheet 1 of 2

Date 10/24/79

Contract Engineer

Name S. Bagdat

| No. | Item | Unit | Quan. | Unit $ | Total |
|---|---|---|---|---|---|
| | Mobilization | | All | | |
| | Temporary Fencing and Erosion of Trails | | All | | |
| | Temporary Signs | Sq. Ft. | 16 | | |
| | Temporary Barricades | Each | 6 | | |
| | Engineer | Lump | | | |

...ion STATE HIGHWAY DIVISION — Sheet 2 of 2

SUMMARY--BID SCHEDULE--COST ESTIMATE — Date 10/30/79

...on Cornell Road at Illinois Blvd. — District 11 San Diego

...i Of Work Grading, Paving and Signals — Length .11 — Time 2 Berg-Field

| Item | Unit | Units | Quant. | Unit Cost | Total |
|---|---|---|---|---|---|
| Traffic Signals | | | | | |
| Traffic Signal (Fail Safe Mode) Complete | | | All | — | |

9022

# WASHINGTON COUNTY

ADMINISTRATION BUILDING — 150 N. FIRST AVENUE
HILLSBORO, OREGON 97123

BOARD OF COMMISSIONERS
MILLER M. DURIS, Chairman
JIM FISHER, Vice Chairman
VIRGINIA DAGG

December 5, 1979

DEPT. OF PUBLIC WORKS
JOHN F. CROCKETT, Director
ROOM 201
(503) 648-8886

TECHNICAL
SERVICES UNIT

DEC 7 1979

Max Klotz
Technical Services Engineer
Oregon Department of Transportation
5821 N.E. Glisan Street
Portland, Oregon 97213

Re: Murray Road at Cornell Road Traffic Signal

Dear Max:

According to our telephone conversation of December 5, the traffic signal costs are now projected to be $115,000. This amounts to approximately $10,000 federal dollars more than had been set aside for this project. As we feel this traffic signal project is very important, to be done as quickly as possible, we want to assure you that Washington County will either provide the additional funds for the overrun or will shift federal funds from one of our other projects to cover the increases for this project. Either way, we still would like to see this project go to bid as soon as possible. It is our understanding that the scheduled bid date for this project is January 24, 1980.

If you have any further questions about where the funds will come from for this project, please let me know.

Very truly yours,

Michael Borresen
Project Development Engineer

MAB:ja

cc: Project Management
Attn Gary Zehner

Form FHWA 121 (6/79)

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

THE OREGON DIVISION - SALEM
UNITED STATES GOVERNMENT

# memorandum

Subject: Obligation Authority
Interstate Transfer Projects

Date: December 3, 1979

From: G. L. Green, Division Administrator

Reply to Attn. of: HFO.8-OR/710.32

To: Mr. H. S. Coulter, State Highway Engineer

Obligational authority for the following projects has been received by this office November 30, 1979:

1. IX-9926(4) N. Basin Ave - N. Going St. (Anchor St.) Sect.
   Construction TEC $279,000 F.F. $229,500

2. IX-9022(4) Cornell Rd at Murray Blvd.
   Construction TEC $101,650 F.F. $86,400

3. IX-9234(5) Scholls Hwy at Allen Blvd Sect.
   Construction TEC $139,500 F.F. $118,500

4. IX-9698(1) Hill Rd. - Vista Lane Section
   Construction TEC $36,000 F.F. $30,600

I am prepared to approve your request for PS&E approval on the above projects upon receipt of your request.

for G. L. Green

cc:
OSDH (D E Swan)
(C Laux)

RECEIVED
STATE HWY ENGR
DEC 4 - '79
REFER TO
FOR
Info | Invest | R/D | D/R | Surv | Art | File

October 2, 1979

The Honorable Victor Atiyeh
Governor of Oregon
254 State Capitol
Salem, OR 97310

Dear Governor Atiyeh:

Substitute Transportation Projects Using Withdrawn Interstate Funds

Your letter of February 2 requested I keep you informed as to the projects considered to use withdrawn Interstate Funds.

The projects in the Portland and Salem urbanized areas submitted to the Federal Highway Administration during the month of September are the following:

| Project | Work | Funds Federal | State | Local |
|---|---|---|---|---|
| A. Portland | | | | |
| 1) Basin Ave.-Going St. Interchange | ROW, Const. | $1,32e,367 | -- | 322,400 |
| 2) NE 99th Ave.-NE 102nd Ave. (Sandy Blvd.) | PE, Const. | 402,950 | -- | 84,750 |
| *3) Scholls Hwy. & Allen Blvd. | PE, ROW, Const. | 122,300 | 21,700 | --- |
| 4) NE Col. Blvd. Traf. Sig. | Const. | 190,000 | 22,150 | 13,540 |
| 5) Traf. Signal Replacement (CBD Portland) | Const. | 621,552 | 65,020 | 43,030 |
| *6) Cornell Rd. & Murray Blvd. | Const. | 36,400 | 9,150 | 6,100 |
| B. Salem | | | | |
| 1) Superior St. Vista Ave. (Commercial St. S.) | PE, ROW Const. | 2,545,600 | -- | 449,400 |

* Corrected Submittal

The criteria used to select these projects is the Region's transportation planning process which embodies a continuing cooperative, comprehensive

approach. The projects are included in the Region's Transportation Improvement Program.

Sincerely,

E. B. Klaboe
Director

JLG:dmc
bc: H. S. Coulter
L. W. Rulien
D. H. Moehring
R. N. Bothman
E. S. Hunter
C. O. Fredrickson

# CORNELL ROAD AT MURRAY BLVD. S

## FAU 9022 (CORNELL RD.)

### WASHINGTON COUNTY

From Metro JON ROSE | Date 10/2/79

To BUZ SWAN

(Program Mgmt.) Traffic Region 1

Comments: The attached plans have been checked and approved by Washington County.

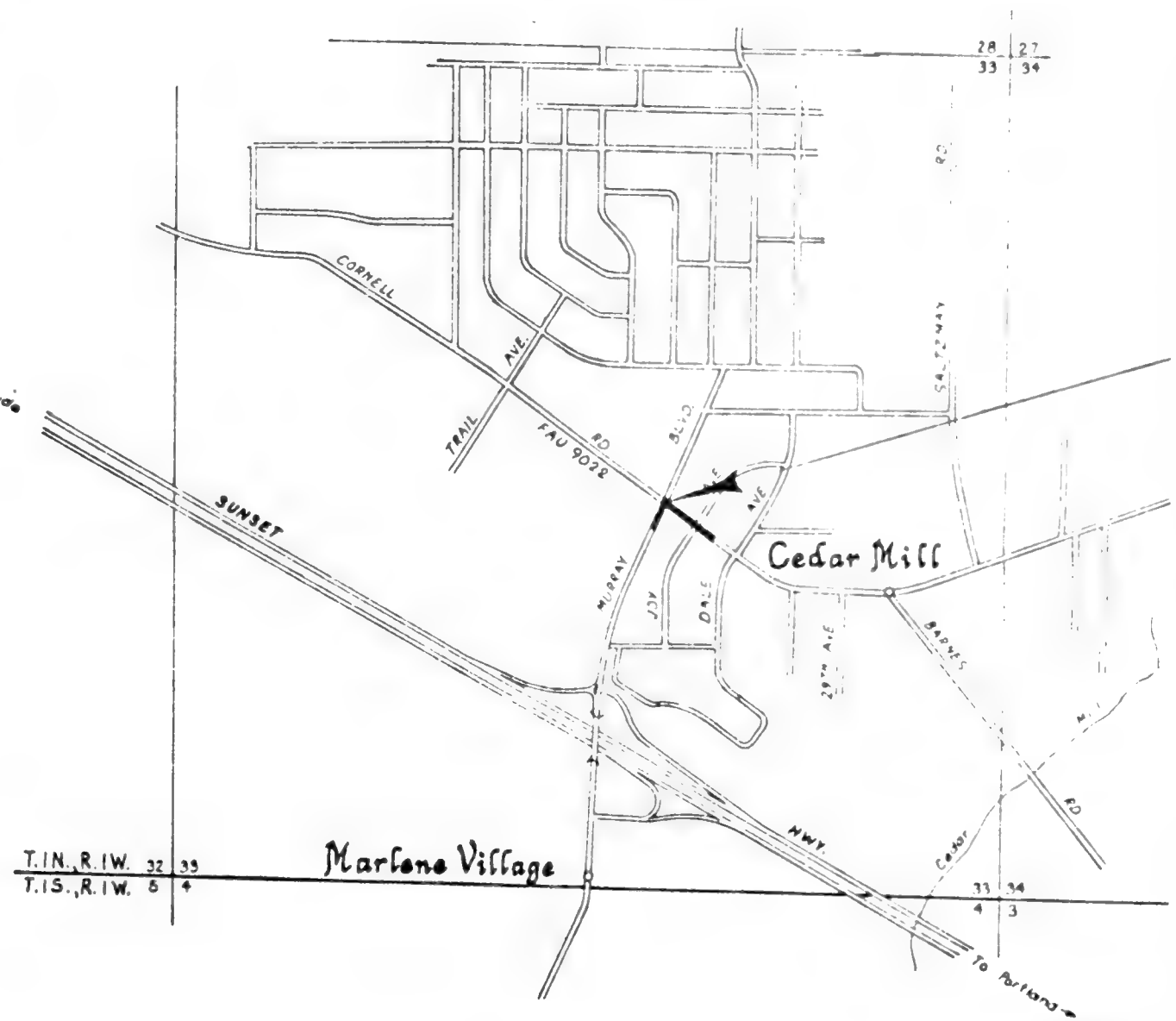
Jon Rose

APPROVED 9-24 1979

BOARD OF COMMISSIONERS OF Washington COUNTY

BY [illegible] CHAIRMAN

RECEIVED
SEP 20 1979
Public Works
Washington County




Sketch Map

Scale 0 600 1200 Feet

OREGON TI
Anthony
Tom Wa
Gordon
Peter J
Michael
Fred B

9181

9-24-79

| INDEX OF SHEETS | |
|---|---|
| SHEET NO. | DESCRIPTION |
| 1 | Title Sheet |
| 2 | Typical Sections & Summary |
| 3 | Plan |
| | |
| | |

Temporary Protection And Direction of Traffic not included

Signal Plans Not Included

STATE OF

# DEPARTMENT OF T

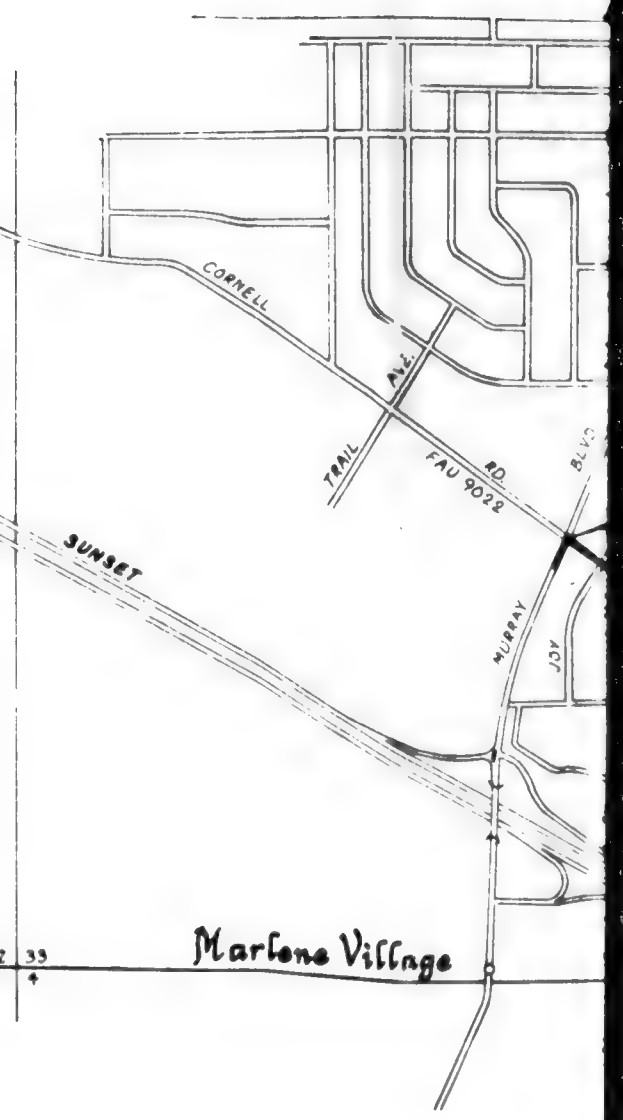
STATE HIGHW

PLANS FOR PROPO

# CORNELL ROAD AT MU

## FAU 9022 (CO

## WASHINGTON




Sketch M

Scale 0 600

APPROVED 9-24 19 79

BOARD OF COMMISSIONERS OF Washington COUNTY

BY [signature] CHAIRMAN

RECEIVED
SEP 24 1979
Public Works
Washington County

OF OREGON

# OF TRANSPORTATION

GHWAY DIVISION

R PROPOSED PROJECT

# MURRAY BLVD. SECTION

## (CORNELL RD.)

NGTON COUNTY

PRELIMINARY COPY
SEP 1 ? 1979
SUBJECT TO CHANGE
FINAL DESIGN UNIT

| CORNELL ROAD AT MURRAY BLVD. SECTION | | | | SHEET |
|---|---|---|---|---|
| FAU 9022 (CORNELL RD.) WASHINGTON COUNTY | | | | 1 |
| STA. ROAD D. No. | STATE | PROJECT NUMBER | FISCAL YEAR | TOTAL SHEETS |
| 10 | OREGON | | | |

FAI-X

PRELIMINARY COPY
SUBJECT TO CHANGE

OREGON TRANSPORTATION COMMISSION
Anthon, [illegible]
Tom Walsh — VICE CHAIRMAN
Gordon Colemar
Peter [illegible]
Michael P Hallern
Fred B Klabee

ASSISTANT STATE HIGHWAY ENGINEER

tch Map

0 30 200 Feet

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
APPROVED
DISTRICT ENGINEER — DATE

VICTOR ATIYEH
GOVERNOR

# Department of Transportation
## HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

September 21, 1979

In Reply Refer to
File No

TO: G. L. Green, Division Administrator
Federal Highway Administration

Original Signed By
D. E. Swan

FROM: D. E. Swan
Operation Programming Engineer

SUBJECT: Project Data Submission
Item No. 90046
Project No. IR-9022(4)
Cornell Rd. @ Murray Blvd.
Washington County

Attached support data consists of PR-1 forms and project maps for the subject project.

It is the Oregon State Highway Division's intention to request P.S.& E. approval upon availability of funds.

I request utilizing Interstate Substitution General Funds for the construction of the subject project. This action will involve an estimated total cost of $101,650 with substitution funds in the amount of $86,400.

This request is based on the September 19 letter to you from Mr. F. B. Klaboe, Director of the Department of Transportation.

A copy of the State Clearinghouse A-95 review letter of approval was previously forwarded.

JLG:fkc
Attachments

cc: R. N. Bothman, Metro
Max Klotz, Metro
Jon Rose, Metro
Ed Hardt, Region 1
Gary Zehner, w/att.

4

Form 734-3122

Budget Bureau No. 41-R2067; Ap

U.S. DE
BU

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO W.O.

FORM PR-1
(REV. 4-61)

September 21, 1979

# FEDERAL-AID PROGRAM DATA

*(PPM 21-1)*

| | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|
| CARD 2 | REPORT NUMBER (19)(20) | PROJECT LOCATION *(45 typewriter spaces)* 21–65: Co. Rd., NW Cornell Rd. @ Murray Blvd. | ADT | PRESENT 11,200* 12,700** | FUTURE YEAR (66)(70)(71)(72): N/A | REGION 10 | STATE NAME Oregon | | |
| CARD 3 | CHARACTER OF PROPOSED WORK *(35 typewriter spaces)* 28–62: Channelization & Signal | NATL. FOREST (63)(65) | FH ROUTE NO. (66)(68) | SUPV AGCY (69) | DA CLASSIF. (70) | DA AREA (71) | EMERG. YR. (72)(73) | PL. AUTH YR (74)(75) | PROJECT NUMBER: PREFIX LETTER(S) 14 IX- ; NUMBER 23–27: 9022 |
| CARD 4 | CLASS OF FEDERAL FUNDS: Interstate Substitutions General Funded | | | | | | COUNTY NAME: Washington | | CODE 067 (14)(17) |
| | NAME OF URBAN AREA 17-31: Portland | | | | | | ROUTE NO. U | FEDERAL-AID 9022 (32) | STATE Co. Rd. (36)(37) / U.S. -- (41) |

| CARD 5 | LINE NO. (14-15) | CHANGE CODE (16) | PROJECT CODE 41 | WORK CLASS 42 | WORK TYPE 43–46 | STEP 53 | TERMINI *(Full description)* | MILES (54)(58) | TOTAL ESTIMATED COST (59)–(66) | FEDERAL FUNDS (67)–(76) | STATE FUNDS | OTHER FUNDS |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | | | | | | | | | | | | |
| 5 | | | | | PE | | | | | | | |
| 5 | | | | | ROW | | | | | | | |
| 5 | | | | | CONST (CODE) TOPICS Y006 Y031 | | "Cornell Rd. @ Murray Blvd. Sec." | 0.0 | 108,000 | 86,400*** | 9,150 | 12,450 |
| | | | | | | | | 0.0 | 108,000 | 86,400 | 9,150 | 12,450 |

(18) (23) (24) (33) REMARKS

Additional Data: Item No. 9
Project No.

| CARD 1 | CODE 1 | PREPARED BY | PROJECT TOTALS |
|---|---|---|---|
| | | JLG | |

| CARD 1 | CODE 14 | PROGRAM APPROVAL DATES |
|---|---|---|
| | | October 18, 1978 |

* ADT Cornell Rd.
** ADT Murray Blvd.
*** Federal funds fixed

3341977

US

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

FORM PR-1 (REV. 4-61)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

September 21, 1979

# FEDERAL-AID PROGRAM DATA

*(PPM 21-1)*

| LOCATION (45 typewriter spaces) | | PRESENT | FUTURE | YEAR | REGION | STATE NAME | STATE CODE | APPN CODE | ITEM NO. |
|---|---|---|---|---|---|---|---|---|---|
| , NW Cornell Rd. @ Murray Blvd. | ADT | 11,200*<br>12,700** | N/A | | 10 | Oregon | 41 | 823 | 90046 |

| K (35 typewriter) | NATL. FOREST | FH ROUTE NO. | SUPV AGCY | DA CLASSIF. | DA AREA | EMERG. YR. | PL. AUTH YR | PROJECT NUMBER PREFIX LETTER(S) | NUMBER | SEQ. NO. | I Projects Only POST MI. DESIG. |
|---|---|---|---|---|---|---|---|---|---|---|---|
| gnal | | | | | | | | IX- | 9022 | (4) | |

Interstate Substitutions General Funded

COUNTY NAME: Washington — CODE: 067

Portland

ROUTE NO. U — FEDERAL-AID: 9022 — STATE: Co. Rd. — U.S.: --

PROGRAM STAGE: [ ] 1 OR [ ] 2

| K PE | STEP | TERMINI (Full description) | MILES | ESTIMATED PROJECT COST BY PHASES: TOTAL ESTIMATED COST | FEDERAL FUNDS | STATE FUNDS | OTHER FUNDS | CHARACTER OF PROPOSED WORK (Full description) |
|---|---|---|---|---|---|---|---|---|
| | | | | | | | | |
| W | | | | | | | | |
| ST | | "Cornell Rd. @ Murray Blvd. Sec." | 0.0 | 108,000 | 86,400*** | 9,150 | 12,450 | ROW-60' normal; Access Control-none Parking Restrictions-Partial |
| S | | | | | | | | |
| | | PROJECT TOTALS | 0.0 | 108,000 | 86,400 | 9,150 | 12,450 | |

JLG

L DATES: October 18, 1978

REMARKS

Additional Data: Item No. 90046;
Project No. M-9022(1)

* ADT Cornell Rd.
** ADT Murray Blvd.
*** Federal funds fixed

- over -

USCOMM DUSCOMM-DC 48905-P61

CORNELL RD @ MURRAY BLVD.
PROJECT NO. IX-9022(4)

Project Data: Work under this project consists of the following:

1a) Install multiphase traffic signal and incidental work common to this type of project.

1b) Grade and pave necessary to widening the existing east approach of Cornell Road to provide a 40 ft. curbed section for two 12 foot travel lanes with 12 foot left turn lane. Adjustments of utilities as required.

| Data for PR-37: | | |
|---|---|---|
| | Type Code Y006 | $ 49,000 |
| | Type Code Y031 | 59,000 |
| | Total | $108,000 |

Note: 1) This project is in Congressional District No. 1
2) Included in CRAG FY '79 TIP/AE on page 45 line 100 with "Project Information Form" on page 29 and see MSO resolution 79-24.
3) State Clearinghouse PNRS # 7809-2-740

September 19, 1979

Mr. G. L. Green
Division Administrator
Federal Highway Administration
Equitable Center, Suite 100
530 Center Street, NE.
Salem, OR 97301

Dear Mr. Green:

Interstate Transfer Funded Projects
Portland Urbanized Area

Under authority granted to me on February 2, 1979 by Governor Atiyeh I request your approval to use Interstate Transfer Funds for a highway project in the Portland Urbanized Area. Funds for this project are available from the withdrawal of the Mt. Hood Freeway from the Interstate Highway System under Section 103(e)(4) of Title 23, USC.

I concur that this project is a regional priority and has been developed in conformance with the Region's continuing, cooperative, comprehensive transportation planning process.

Funding will be as follows

| Project | Work | Funds Federal | State | Local |
|---|---|---|---|---|
| Cornell Rd. @ Murray Blvd. | Const. | $86,400 | $9,150 | $6,100 |

I have directed the Project Management Branch of the Highway Division to process this request with your office to obligate the Federal Transfer funds as they are authorized by the Metropolitan Service District.

Sincerely,

F. B. Klaboe
Director

cc: Metropolitan Service District

bc: H. S. Coulter
D. H. Moehring
R. N. Bothman

JLG:dmc fn

9022

# PROJECT COST ESTIMATE

Name of Project: Airport Rd @ Marion Blvd
FAU 9022 (Borner Rd)
Washington Co.

Team Leader: W.E. Pile

Designer: C.S. Bonner

Hwy # 734

| HIGHWAY UNIT | Tele. Ext. | Person Submitting Information | Date | Current Estimate (Incl. E&C) | Authorized Estimate | Field Estimate |
|---|---|---|---|---|---|---|
| ROAD DESIGN | | | | | | |
| Roadway (Incl. TP&DT & Landscaping) | 6558 | CSB Bonner | 8/6/79 | $ 57200 | 30,000 | 57,200 |
| Permanent Signing | 6064 | WCB Beard | 8/7/79 | $ 200 | — | — |
| BRIDGE DESIGN | | | | | | |
| Structures | 6551 | — | — | $ — | — | — |
| Retaining Walls | 6551 | — | — | $ — | — | — |
| Illumination | 6551 | — | — | $ — | — | — |
| Other | 6551 | — | — | $ — | — | — |
| TRAFFIC DESIGN | | | | | | |
| Traffic Signals | 6537 | HW Wolfe | 8/7/79 | $ 50000 | 50000 | 50,000 |
| Other | | — | — | $ — | — | — |
| OTHER COSTS | | | | | | |
| FAI-X Projects | 6514 | GZ Zehner or | ☑ | | | |
| | 6514 | Hildebrandt | ☐ | | | |
| FAS-C Projects<br>SOS Projects | 6011 | Reynoldson | ☐ | | | |
| Title II Projects | 6537 | Bladorn | ☐ | | | |
| Preliminary Engr. Including Final Design Prefix 905 Charges | 6167 | Laux | ☑ 8/14/79 | $ 7552.17 | 7000 | — |
| Right of Way Cost | 6266 | Lowe TL | ☑ 8/7/79 | $ 10 [illegible] | 3,000 | — |
| | | TOTAL ESTIMATED COST* | | $ [illegible] 100 | 90,000 | 107,200 |

*Locally funded projects whose current estimate overruns the authorized estimate notify Gary Zehner, ext. 6514

NOTE: The compilation of this form shall be the responsibility of the Designer assigned to the project and shall be kept current until the project has been given to the Specifications Unit.

REC'D 8-23-79
NOTIFIED MAX - he will get them to work on more funds.

August 7, 1979

1980 TIP 86,400 const FAIX 1/11 71,560 FAIX const

# PROJECT COST ESTIMATE

Name of Project: Cornell Rd. @ Murray Blvd. FAU 9022 (Cornell Rd.) Washington Co.

Team Leader: W. E. Cole

Designer: C. B. Barner

Hwy # 734

| HIGHWAY UNIT | Tele. Ext. | Person Submitting Information | Date | Current Estimate (Incl. E&C) | Authorized Estimate | Field Estimate |
|---|---|---|---|---|---|---|
| ROAD DESIGN | | | | | | |
| Roadway (Incl. TP&DT & Landscaping) | 6558 | CB Barner | 8/9/79 | $ 55,000 | 30,000 | 57,200 |
| Permanent Signing | 6064 | WKB Beard | 8/13/79 | $ 200 | — | — |
| BRIDGE DESIGN | | | | | | |
| Structures | 6551 | — | — | $ — | — | — |
| Retaining Walls | 6551 | — | — | $ — | — | — |
| Illumination | 6551 | — | — | $ — | — | — |
| Other ____ | 6551 | — | — | $ — | — | — |
| TRAFFIC DESIGN | | | | | | |
| Traffic Signals | 6537 | RW Wolfe | 8/13/79 | $ 58,900 | 50,000 | 50,000 |
| Other ____ | | — | — | $ — | — | — |
| OTHER COSTS | | | | | | |
| FAI-X Projects | 6514 | GZ Zehner or | ☑ 8/13/79 | | | |
| | 6514 | Hildebrandt | ☐ | | | |
| FAS-C Projects | 6011 | Reynoldson | ☐ — | | | |
| SOS Projects | | | | | | |
| Title II Projects | 6537 | Bladorn | ☐ — | | | |
| Preliminary Engr. Including Final Design Prefix 905 Charges | 6167 | Laux CBL | ☑ 8/13/79 | (905) 1,837.83 $ 7,662.17 | 7,000 | — |
| Right of Way Cost | 6266 | Lowe FL | ☑ 8/13/79 | $ 10,600.00 RBrumley | 3,000 | — |
| | | TOTAL ESTIMATED COST* | | $ 134,200 | 90,000 | 107,200 |

*Locally funded projects whose current estimate overruns the authorized estimate notify Gary Zehner, ext. 6514

NOTE: The compilation of this form shall be the responsibility of the Designer assigned to the project and shall be kept current until the project has been given to the Specifications Unit.

8-13-79
Notified Markloff of Estimate

August 7, 1979

9022

STATE OF OREGON

INTEROFFICE MEMO

Metro Technical Services DEPT. 238-8231 TELEPHONE

TO: FRANK TERPIN
Location Engineer - Salem

DATE: June 4, 1979

FROM: MAX J. KLOTZ
Metro Technical Services Engineer

SUBJECT: Cornell Road @ Murray Blvd.
Proposed Signal & Channelization
Washington County
Prefix: 334-1977

Enclosed is field location survey for subject project. This survey includes:

1 Book Field Notes
1 Photo Project Data
1 Set Project Photographs
1 Roll Mylar Vicinity Map
1 Roll M-Line Cross-Sections and Profile
1 Roll C-Line Cross-Sections and Profile
1 Roll Curved Radius Profile

This survey has had the review of Ron Failmezger, Region I Traffic Engineer, and signal poles have been located by this office.

The project cost is more than the MSD approved funding, however, Washington County has indicated by letter (copy enclosed) that they will acquire the additional funds needed to contract this project.

Please advise if any change in the design or estimated quantities is required.

County will acquire right-of-way needed at no charge to this project.

pq

Enclosures

cc Project Management
Earl Purdy

RECEIVED
JUN
LOCATION SECTION

6-6-79
REC'D. OK

to C-Y-Co
6-6-79

OREGON STATE HIGHWAY DEPARTMENT
ANTITY SUMMARY & COST EST[illegible]ATE Sheet 1 of 2 Shee

ction Lowell Rd - Murray Blvd. Unit Comm. Proj
Highway [illegible] County [illegible] Prefix [illegible]
Length 0.13M Designer [illegible] Draftsman [illegible] Date [illegible]

Grading and Surfacing Items

| Item | Unit | Net | 10% Allow | Gross | Price | Amount |
|---|---|---|---|---|---|---|
| Mobilization (2%) | All | | | | | 344.7 |
| Temp. Diversion of Traffic (2%) | All | | | | | 1225 |
| Temp. Signs | Sq.ft. | 120 | - | 120 | 6 | 720 |
| Temp. [illegible] | each | 3 | - | 3 | 125 | 1000 |
| Lighting | Hr | 100 | - | 100 | 20 | 2,000 |
| Minor Structure [illegible] | lump sum | | | | | 2,50 |
| General Exc. | CY | 225 | 25 | 260 | 20 | 5,2 |
| Trench Exc. | CY | 3 | - | 3 | 20 | |
| Aggregate Base | Ton | 150 | 15 | 170 | 20 | 3,4 |
| 1½" - 0" AC Mix | Ton | 3[illegible] | 24 | [illegible] | [illegible] | 14,80 |
| AC ½ Mix | Ton | [illegible] | [illegible] | [illegible] | 100 | [illegible] |
| Dressing Curb | Lin Ft | 401 | 40 | 441 | [illegible] | 1,1 |
| AC Wall | Sq.ft | 211 | 19 | 230 | 10 | 2,4 |
| Extra AC Curb | CY | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] |
| Inst. Curb Type [illegible] | CY | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] |
| [illegible] Wall | Sq.ft. | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] |
| 2" Curb Type [illegible] | Lin Ft | [illegible] | [illegible] | [illegible] | 15 | [illegible] |
| 12" Curb Type [illegible] | Ea | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] |
| Inst. Catch Inlet Type [illegible] | Ea | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] |
| Inst. Drywell Type [illegible] | Ea | [illegible] | [illegible] | [illegible] | [illegible] | 5[illegible] |
| [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] |
| [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] |
| [illegible] | Lin ft | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] |
| [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] |
| [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | 50,0 |

Total [illegible]

(1)

OREGON STATE HIGHWAY DEPARTMENT
QUANTITY SUMMARY & COST ESTIMATE Sheet 2 of 2 Sheets

Section Cornell Rd—Elmonica Int. Unit Cornell Rd
Highway _____ County _____ Prefix _____
Length _____ Designer _____ Draftsman _____ Date _____

Grading and Surfacing Items

| Item | Unit | Net | 10% Allow | Gross | Price | Amount |
|---|---|---|---|---|---|---|
| Total Cost Project | | | | | | 1072.21 |
| Signs (by others) | | | No Charge to project | | | |
| Fire (by others) | | | " | " | " | |
| Utility adjustments (by others) | | | " | " | " | |

Total _____

(2)

Form E-33 (Rev. 9-71)

REGON STATE HIGHWAY DIVISION

Planning File No. M-9022

# AUTHORITY FOR SURVEY

Section CORNELL RD. @ MURRAY BLVD.

Date May 24, 19 79

Highway Cornell Rd. (File -9022)

Authorization No. 3

County Washington

Survey Prefix 334-1977
(Assigned by Salem office)

Description of termini, route, length, etc.:
Cornell Rd. and Murray Blvd. The project consists of the subject intersection of The overall length is 0.15 mile.

Proposed: Improve intersection by constructing left turn refuges, improve signalization and lengthen curb radii.

Purpose of Survey: Perform field survey, prepare plans, specifications and estimates

Category 3 NM
FAUS Funding

| | | Estimate of Cost |
|---|---|---|
| Field Survey | (901) | 5,000 |
| Citizen Participation | (902) | |
| City of County | (903) | |
| Consultant | (904) | |
| Final Design | (905) | 1,500 |
| Bridge Design | (906) | |
| Preliminary Design | (907) | |
| R/W Description | (909) | |
| Soils & Geology | (910) | 500 |
| Traffic | (911) | 2,500 |
| Landscape | (912) | |
| Liaison R/W | (913) | 200 |
| Utility | (914) | 300 |
| Photogrammetry | (916) | |
| Location Studies | (918) | |
| Adm Serv. (Eng) | (922) | 100 |
| Office Engineer | (920) | |
| Specifications | (921) | 900 |
| Environmental | (923) | 250 |
| Air Quality Monitoring | (925) | |
| Foundation Exploration | (926) | |
| Seminars | (950) | |
| Hearings | (980) | |
| Equal Opportunity | (985) | |
| Advisory Committees | (986) | |

INSTRUCTIONS

Submit four copies to Salem. After approval by the Assistant State Highway Engineer, one copy will be sent to the Regional Engineer and one copy to the Resident Engineer.

This form does not constitute authority for making survey until approved and returned.

Submit separate order for each survey.

| | |
|---|---|
| Total estimated cost of survey | $11,250 |
| Previous authorization | 7,000 |
| Additional authorization requested | 4,250 |
| Additional authorization approved (Salem) | |
| Total all authorizations approved (Salem) | |

Requests made by:

K. D. LIMBOCKER, Metro Design Engineer

Recommended for Approval:

Regional Engineer

M. J. KLOIZ, Metro Technical Services Engineer

Recommended for Approval:

Location Engineer

Approved:

Assistant State Highway Engineer

SP*23604-734

7-11-79
M

Form 81-734-3039

OREGON STATE HIGHWAY DIVISION

# AUTHORITY FOR SURVEY

Section CORNELL RD. AT MURRAY BLVD

Highway Cornell Rd.

County Washington

Date January 4, 1979

Authorization No. 2 (1 Revised)

Survey Prefix 334-1977
(Assigned by Salem office)

Description of termini, route, length, etc.:

The project consists of the subject intersection of Cornell Road and Murray Boulevard. The overall length is 0.15 mile.

Proposed: Improve intersection by constructing left turn refuges, improve signalization and lengthen curb radii.

Purpose of survey: Perform field survey, prepare plans, specifications and estimates

FAUS Funding
Category III NM

~~XXXXXXXXXXX~~

| | | Estimate of Cost |
|---|---|---|
| Field Survey | (901) | 5,500 |
| Citizen Participation | (902) | |
| City or County | (903) | |
| Consultant | (904) | |
| Final Design | (905) | 600 |
| Bridge Design | (906) | |
| Preliminary Design | (907) | |
| R/W Descriptions | (909) | |
| Soils & Geology | (910) | |
| Traffic | (911) | |
| Landscape | (912) | |
| Liason R/W | (913) | |
| Utility | (914) | 300 |
| Photogrammetry | (916) | - |
| Location Studies | (918) | |
| Engr. Graphics | (919) | |
| Office Engineer | (920) | |
| Specifications | (921) | 600 |
| Environmental | (923) | |
| Foundation Exploration | (926) | |
| Seminars | (950) | |
| Hearings | (980) | |
| Equal Opportunity | (985) | - |
| Advisory Committees | (986) | - |

INSTRUCTIONS

Submit four copies to Salem. After approval by the Assistant State Highway Engineer, one copy will be sent to the Regional Engineer and one copy to the Resident Engineer.

**This form does not constitute authority for making survey until approved and returned.**

Submit separate order for each survey.

Total estimated cost of survey . . . . . $ 7,000

Previous authorization . . . . . 7,000

Additional authorization requested . . . . . 0

Additional authorization approved (Salem) . . . . . .

Total all authorizations approved (Salem) . . . . . .

Requests made by:

Earl C. Purdy
Field Engineer

Earl C. Purdy, Res. Loc. Engr.

Recommended for Approval:

Regional Engineer

M.J. Klotz, Metro Tech. Services Engr.

SP*19760-734

Recommended for Approval:

Frank E. Pierpoint
Location Engineer

Approved:

Tech. Serv. Engr. ~~Assistant State Highway Engineer~~

December 14, 1978

Washington County
Board of Commissioners
Courthouse
Hillsboro, OR 97123

MISC. CONTRACTS and AGREEMENTS No. _____

Attention: Jo Ann Johansen
Clerk of the Board

Gentlemen:

Attached for your records is a fully executed copy of an agreement to install traffic signals and widen for left-turn movements at the intersection of Cornell Road and Murray Boulevard in Washington County.

We have retained a fully executed copy of this agreement for the Transportation Commission's files.

Very truly yours,

C. W. Head
COMMISSION SERVICES

dda
Attachment

bc Gerald Wimer (Agreement attached)

9022

# WASHINGTON COUNTY

ADMINISTRATION BUILDING — 150 N. FIRST AVENUE
HILLSBORO, OREGON 97123

**BOARD OF COMMISSIONERS**
MILLER M. DURIS, Chairman
BILL BLOOM
VIRGINIA DAGG
DAVID FROST
RICHARD C. HEISLER

December 4, 1978

**DEPT. OF PUBLIC WORKS**
JOHN F. CROCKETT, Director
ROOM 201
(503) 648-8886

Jon Rose
Federal Aid Engineer
Oregon Department of Transportation
5821 N.E. Glisan Street
Portland, Oregon 97213

Subject: Proposed Agreement
Murray Blvd. & Cornell Road Signal

Dear Jon:

Enclosed are three copies of the above captioned agreement, with the necessary signatures.

The Washington County Board of Commissioners, by Minute Order No. 78-625 dated November 21, 1978, have approved said agreements. A copy is attached. As indicated, please return one fully executed copy for our files.

Yours very truly,

Michael A. Borresen
Michael A. Borresen
Project Development Engineer

From Metro JON ROSE | Date 12/5/78

To JERRY WIMER

(Program Mgmt.) Traffic Region 1

Comments: Here are 3 copies of the subject agreement, signed by Washington County officials and approved by Metro. Minute Order dated 11/21/78 authorized execution. Please forward for further processing.

Jon Rose -

VA POM PDE PSE SPC
ODOT - METRO
DEC 5 - 1978
AM PPS FILE T/A

# WASHINGTON COUNTY

*Inter-Department Correspondence*

Date November 16, 1978
For Meeting of: November 21, 1978

To : Honorable Board of County Commissioners

From : Director of Public Works

Subject : Urban System Project Agreement

The county has applied for an urban funded project to improve the intersection and install new traffic signals at the intersection of Murray Blvd. and Cornell Road. We have received the necessary agreements to enter into between the county and the State to proceed with subject project. These agreements have been reviewed and approved as to form by County Counsel. The local match for this project was approved earlier as a part of our Systems Development Charge program.

RECOMMENDATION: Your Board authorize execution of the agreement which permits the State to proceed with final design and calling for bids of this intersection improvement.

Respectfully submitted,

John F. Crockett

JFC:pj

APPROVED WASHINGTON COUNTY
BOARD OF COMMISSIONERS
ORDER NO. 78-625
DATE 11-31-78
BY Jo Ann Hanson
CLERK OF THE BOARD

U.S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

# LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO. M-9022(1)

STATE PROJECT NO. See below

**FROM:**

G. L. Green, Division Administrator
Salem, Oregon

PROGRAM [illegible]

ITEM NO. 90046

COUNTY NAME Washington

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

**TO:**

Mr. F. B. Klaboe
Asst. Director for Operations, DOT
State of Oregon
Salem, Oregon

| DATE PS & E APPROVED | DATE AUTHORIZATION EFFECTIVE | FEDERAL ROUTE NUMBER | STATE ROUTE NUMBER |
|---|---|---|---|
| | 11-30-78 | FAU 9022 | County Road |

**GENERAL LOCATION:**

Cornell Road at Murray Blvd. Section

**GENERAL DESCRIPTION OF WORK:**

Preliminary Engineering

**YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW**

PRELIMINARY ENGINEERING TO DETERMINE
- ☐ LOCATION ONLY

PRLIMINARY ENGINEERING FOR SURVEY AND PLAN
- ☒ PREPARATION — Including utility preparatory TEC NTE $7,000 - F.F. $6,000
- ☐ OTHER (Specify)

- ☐ ACQUISITION OF RIGHT-OF-WAY
- CONTRUCTION - ADVERTISE FOR RECEIPT
- ☐ OF BIDS
- ☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

**REMARKS**

As requested in Mr. Swan's letter dated November 22, 1978.

| DATE | SIGNATURE OF APPROVING OFFICIAL | TITLE |
|---|---|---|
| 11-30-78 | E. E. Black | for Division Administrator |

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR 1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE. 1976—626-787

ROBERT W. STRAUB
GOVERNOR

# *Department of Transportation*

TRANSPORTATION BUILDING, SALEM, OREGON 97310

November 22, 1978

TO G. L. Green, Division Administrator
Federal Highway Administration

FROM D. E. Swan
Federal Aid Manager

SUBJECT Project Data Submission
Item No. 90046
Project No. M-9022(1)
Cornell Rd. @ Murray Blvd.
Washington County

Enclosed is data for the subject project.

We hereby request the following:

1) Authorization to proceed with all phases of preliminary engineering including utility preparatory at an estimated total cost of $7,000 with an obligation of $6,000 in federal funds.

A copy of the State Clearinghouse A-95 review approval letter has been previously forwarded.

CL:dmc
Enc.
cc: M. Klotz, Metro
G. Zehner

MONTHLY TRANSACTION NO.

FORM PR-1 (REV. 4-61)

DATE SUBMITTED TO W.O. November 22, 1978

| | | | | |
|---|---|---|---|---|
| CARD 2 | REPORT NUMBER (19) (20) | PROJECT LOCATION (45 typewriter spaces) 21 65: Co. Rd., N.W. Cornell Road | ADT | PRESENT 11,200 * 12,700** |
| CARD 3 | CHARACTER OF PROPOSED WORK (35 typewriter spaces) 28 62: P.E., CHannelization & Signal | NATL. FOREST (63) (65) | FH ROUTE NO. (66) (68) | SUPV AGCY (69) |
| | | DA CLASSIF. (70) | DA AREA | |
| CARD 4 | CLASS OF FEDERAL FUNDS: Urban System | | | |
| | NAME OF URBAN AREA (17-31): Portland | | | |

| CARD 5 | LINE NO. | CHANGE CODE | PROJECT CODE | WORK CLASS | WORK TYPE (43 46) | STEP (53) | TERMINI (Full description) | MILES (54) (58) | TOTAL ESTIMATED COST (59) (6 |
|---|---|---|---|---|---|---|---|---|---|
| 1 | (1415) | (16) | 41 | 42 | | | | | |
| 5 | | | | | PE | | | 0.0 | 7,000 |
| 5 | | | | | ROW | | | 0.0 | 3,000 |
| 5 | | | | | CONST (CODE) Y006 Y031 | | "Cornell Rd. @ Murray Blvd. Sec." | 0.0 | 80,000 |
| | | | | | | | PROJECT TOTALS | 0.0 | 90,000 |

| CARD | CODE | PREPARED BY |
|---|---|---|
| 1 | 1 | CL |

| | | PROGRAM APPROVAL DATES |
|---|---|---|
| 1 | 14 | October 18, 1978 |

(16) (23)

* ADT Cornell Rd.
** ADT Murray Blvd.

CORNELL RD. @ MURRAY BLVD.
PROJECT NO. M-9022(1)

Existing Facility:
Cornell Rd. FAU 9022 -- 36 ft. AC
Murray Blvd. FAU 9067 -- 36 ft. A
Traffic entering the intersection

Adjacent Sections:
Cornell Rd. -- 40 ft. curbed road
Murray Blvd. -- 40 ft. curbed roa

Project Data: Work under this pr
1) Preliminary engineering all ph
2) Right-of-way acquisition all p
3a) Install multiphase traffic s type of project.
3b) Grade and pave necessary to Cornell Road to provide a 4C travel lanes with 12 foot le as required.

System Action, Airports, Railroac
Recreational Areas: None involve

FHPM 4-1-4 Requirements:
a) State clearinghouse--A-95 revi
b) District 2 Clearinghouse--A-9E FY 79 TIP.

FHPM 7-7-2 Requirements: Nonmajc on October 12, 1978.

FHPM 7-7-5 Requirements:
a) Public Hearings -- Not requir
b) Location/Design -- Not a fact

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

FORM PR-1 (REV. 4-61)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

# FEDERAL-AID PROGRAM DATA

(PPM 21-1)

November 22, 1978

| T LOCATION (45 typewriter spaces) | | PRESENT | FUTURE | YEAR | REGION | STATE NAME | STATE CODE | APPN CODE | ITEM NO. |
|---|---|---|---|---|---|---|---|---|---|
| Rd., N.W. Cornell Road (65) | ADT | 11,200 * 12,700** | N/A (66) (70) | 98 (71) (72) | 10 | Oregon | 41 (2) (3) | W36 (4) (9) | 90046 (14) (18) |

| RK (35 typewriter) | NATL. FOREST | FH ROUTE NO. | SUPV AGCY | DA CLASSIF. | DA AREA | EMERG. YR. | PL. AUTH YR | PROJECT NUMBER PREFIX LETTER(S) | NUMBER | SEQ. NO. | I. Projects Only POST MI. DESIG. |
|---|---|---|---|---|---|---|---|---|---|---|---|
| ization & Signal (62) | (63) (65) | (66) (68) | (69) | (70) | (71) | (72) (73) | (74) (75) | M - (14 23) | 9022 (7 13) | (1) (24) (26) | (27) |

COUNTY NAME: Washington — CODE: (14 067 6)

PROGRAM STAGE: [ ] 1 OR [ ] 2

ROUTE NO. U — FEDERAL-AID: 9022 (32) — STATE: Co. Rd. (36) (37) — U.S.: -- (41)

| RK TYPE | STEP | TERMINI (Full description) | MILES | ESTIMATED PROJECT COST BY PHASES: TOTAL ESTIMATED COST | FEDERAL FUNDS | STATE FUNDS | OTHER FUNDS | CHARACTER OF PROPOSED WORK (Full description) |
|---|---|---|---|---|---|---|---|---|
| (46) | (53) | | (54) (58) | (59) (66) | (67) (76) | | | |
| | | | 0.0 | 7,000 | 6,000 | 500 | 500 (Co.) | |
| W | | | 0.0 | 3,000 | 2,572 | 214 | 214 (Co.) | |
| NST E) 06 81 | | "Cornell Rd. @ Murray Blvd. Sec." | 0.0 | 80,000 | 68,616 | 5,692 | 5,692 (Co.) | ROW-60' normal; Access Control-none; Parking Restrictions-Partial |
| CL | PROJECT TOTALS | | 0.0 | 90,000 | 77,188 | 6,406 | 6,406 (Co.) | |

(16) (23) (24) (33)

AL DATES
r 18, 1978

REMARKS

* ADT Cornell Rd.
** ADT Murray Blvd.

over

USCOMM DUSCOMM-DC 48905-P61

CORNELL RD. @ MURRAY BLVD.
PROJECT NO. M-9022(1)

Existing Facility:
Cornell Rd. FAU 9022 -- 36 ft. AC surface with no shoulders.
Murray Blvd. FAU 9067 -- 36 ft. AC surface with no shoulders.
Traffic entering the intersection controlled by two phase signal.

Adjacent Sections:
Cornell Rd. -- 40 ft. curbed roadway.
Murray Blvd. -- 40 ft. curbed roadway.

Project Data: Work under this project consists of the following:
1) Preliminary engineering all phases including utility preparatory work.
2) Right-of-way acquisition all phases.
3a) Install multiphase traffic signal and incidental work common to this type of project.
3b) Grade and pave necessary to widening the existing east approach of Cornell Road to provide a 40foot curbed section for two 12 foot travel lanes with 12 foot left turn lane. Adjustments of utilities as required.

System Action, Airports, Railroads, Water Developments, Historical and Recreational Areas: None involved.

FHPM 4-1-4 Requirements:
a) State clearinghouse--A-95 review approval letter dated October 24, 1978.
b) District 2 Clearinghouse--A-95 review satisfied by inclusion in CRAG FY 79 TIP.

FHPM 7-7-2 Requirements: Nonmajor action project concurred in by FHWA on October 12, 1978.

FHPM 7-7-5 Requirements:
a) Public Hearings -- Not required under Oregon Action Plan.
b) Location/Design -- Not a factor in the development of this project.

Data for PR-37

Note: 1) This
2) Inclu
"Proj

| Data for PR-37: | Type Code Y006 | $30,000 |
|---|---|---|
| | Type Code Y031 | 50,000 |
| | Total | $80,000 |

Note: 1) This project is in Congressional District No. 1.
2) Included in CRAG FY 79 TIP/AE on page 45 line 100 with "Project Information Form" on page 29.

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4022

November 13, 1978

Washington County
Board of Commissioners
155 First Street North
Hillsboro, Oregon 9712

Attn: Mr. John F. Crockett
Director of Public Works

Gentlemen:

We have submitted a program to the Federal Highway Administration for approval of the preliminary engineering phase of the Cornell Road - Murray Blvd. Urban System Project.

Financial sharing of the preliminary engineering is

| | |
|---|---|
| Local P.E. | $ [illegible] |
| Federal Funds | [illegible] |
| Subtotal | $ [illegible] |

Local Share:

[illegible]% of [illegible] = $[illegible]

Please make your check in the amount of $458 payable to the Oregon State Highway Division and send it to Highway Accounting, Room 421, Transportation Building, Salem, Oregon 97310.

Very truly yours,

[signature]
for D. J. Miller
Local Government Engineer

[illegible]

bcc w/AD # 529: Vern Skoog - Please return completed AD # 529 when check is received.
Region 1 Federal Aid Engineer

# OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

## STATE CLEARINGHOUSE

Intergovernmental Relations Division
Room 306, State Library Building
Salem, Oregon 97310, Phone: 378-3732

## STATE A-95 REVIEW CONCLUSIONS

APPLICANT: DOT

PROJECT TITLE: Cornell Rd at Murray Rd WASH.

DATE: October 24, 1978

The state has reviewed your project and reached the following conclusions:

RECEIVED
STATE HWY ENGR
OCT 27 '78
REFER TO
FOR
Info. Invest. R/D D/R Sign Act File

[X] No significant conflict with the plans, policies or programs of state government have been identified and your proposal is endorsed as xxxxxxxxxx.

[X] Relevant comments of state agencies are attached and should be considered in the final design of your proposal.

[ ] Potential conflicts with the plans and programs of the state agency(s) have been satisfactorily resolved. No significant issues remain.

[ ] Significant conflicts with the plans, policies or programs of state government have been identified and remain unresolved. The final proposal has been reviewed and the final comments and recommendations of the state are attached.

10-27-78
Copies to:
G. L. Green
H. S. Coulter
F. E. Terpin
J. B. Boyd
J. H. Versteeg
G. A. Potter
W. J. Hart
Aeronautics Division
B. L. Gifford
R. N. Bothman
E. L. Hardt
W. Geibel

### NOTICE TO FEDERAL AGENCY

The following is the officially assigned State Identifier Number:

This number should be used on all correspondence and particularly on SF 240 as required by OMB A-98.

BEN GIFFORD

A copy of this notification and attachments, if any, must accompany your application to the federal agency as required by OMB A-95. Comments of the appropriate local reviewing agencies must also be included.

PNRS #2

# OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

## STATE CLEARINGHOUSE

Intergovernmental Relations Division
Room 306, State Library Building
Salem, Oregon 97310, Phone: 378-3732

## PNRS STATE REVIEW

Project #: _____ Due Date: _____

To Agency Addressed: If you intend to comment but cannot respond by the return date, please notify us immediately. If no response is received by the due date, it will be assumed that you have no comment and the file will be closed.

---

PROGRAM REVIEW AND COMMENT

To State Clearinghouse: We have reviewed the subject Notice and have reached the following conclusions on its relationship to our plans and programs:

( ) It has no adverse effect.

(X) We have no comment.

( ) Effects, although measurable, would be acceptable.

( ) It has adverse effects. (Explain in Remarks Section)

( ) We are interested but require more information to evaluate the proposal.

(X) Please coordinate the implementation of the proposal with us.

( ) Additional comments for project improvement. (Attach if necessary)

- - - - - - - - - - -

REMARKS (Please type or print legibly)

Agency DLCD By [signature]

Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

# *Memorandum*

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
The Equitable Center, Suite 100
530 Center NE. - Salem OR 97301

DATE: October 12, 1978

In reply refer to: HFO.1-OR

SUBJECT: Project Assessment
Oregon Project M-9022(-)
Cornell Rd. @ Murray Blvd. Intersection
Cornell Road
Washington County

FROM : G. L. Green, Division Administrator

TO : Mr. Gary Potter, Manager, Environmental Section
Oregon Department of Transportation
Salem, Oregon

The subject project assessment submitted with your September 25, 1978, letter has been reviewed.

We concur with your finding that the proposed project constitutes a non-major action if developed according to the recommendations in the assessment regarding parking.

The proposed standards, design and other specific details contained in the assessment will be subject to future reviews at the appropriate stage during the project development.

G. L. Green

cc:
ODOT (Moehring, Mgr., Proj. Mgmt.)
OSHD (Reg. 1, Env.)

Environmental Section
October 16, 1978

cc: D. H. Moehring
J. B. Boyd (3)
L. E. George
W. J. Hart
C. T. Keasey
J. H. Versteeg (4)
F. E. Terpin (3)
George Bell
Surfacing Design
R. N. Bothman
Ed Hardt
Jef Kaiser
Bill Geibel
Gerald Wimer ✓
B. L. Gifford (2)

OREGON STATE HIGHWAY DIVISION
PROJECT ASSESSMENT

M-9022(-)

PART 1. GENERAL INFORMATION

A. Project Identification:

Date September 25, 1978

Section Cornell Road at Murray Blvd. Intersection — Unit (if appl) _____

County Washington — City _____

Highway Cornell Road — State Hwy. No. FAU 9022

Termini: M.P.(if appl) _____ — Length 0.15 mile

Region I — Construction Estimate $90,000 FAUS
Program Amount

B. Purpose of Project:

To improve traffic movements through the intersection, with greater safety and enhanced turning movements.

C. Origin & History of Project:

Project submitted to CRAG in 1976 for inclusion in TIP, also submitted for funding under categories III and V E-4 reserve.

D. General Description of Project:

The intersection will be improved by constructing adequate curb radii, widening the southbound lane of Murray Boulevard south of the intersection, and by installing a 5-phase signal in place of the existing 2-phase.

Alignment: New _____ Existing X Combined _____

Typical Section: Existing: No. Lanes 2 ; Med. 12' ; Shldrs. No ; Parking No

Proposed: No. Lanes 2 ; Med. 12'-14' Shldrs. No ; Parking No

Traffic: Existing Facility: Existing ADT 11,200 Cornell 12,700 Murray ; Projected ADT _____ ; Yr. _____

Existing Level of Service _____

Proposed Facility: Projected ADT 20,000 ; Yr. 1998

Projected Level of Service _____

Right of Way: Additional anticipated Yes (Yes, No); if yes, give approx. No. Parcels 3

Acres 0.018; Type of Relocation Req. None; No. _____

Materials Source, Borrow, Waste Disposal Requirements, if any:

Some AC and concrete would need to be removed. Landfills in immediate area would be able to absorb it.

Type of Structure(s):

N/A

Brief Description of River or Stream and Type of Involvement, if any:

N/A

Local City, County or COG priorities of project:

High priority county signal project

FHWA and/or OSHD approvals given, if any:

None

Location or Design Alternatives (identify and describe):

No build: Increased traffic demand at intersection will cause further delays and more accidents.

Four lanes: Reconstruct intersection to county arterial standards would increase capacity for future traffic, but would impact businesses on all four corners due to additional right-of-way needed.

Other Descriptive Information or Comments: The proposed bikeway segment (see sketch) would force a reduction in parking spaces for the six small businesses in the southeast quadrant from 19 to a maximum of 6. It is obvious that there cannot be both a bikeway here and adequate parking too. There appears to be no alternative to preserving most of the existing parking because there is no other area where customers for these business fronts can park. It is recommended that no action in regard to this problem be taken without fully taking into account these parking needs. This will require contacting operators of these businesses and working out suitable compromise bikeway plans with neighborhood groups. For Safety reasons it is not feasible to run the bikeway along the store fronts.

PART II. ENVIRONMENTAL ASSESSMENT

A. Brief Environmental Setting of Project Area:

1. Natural:

Cornell and Murray roads are both designated arterials. The intersection is abutted by local commercial development including three service stations, grocery store, and small business complex. Murray Boulevard is also a nearby access to Sunset Highway. The flora and fauna of the area are typical of a fully developed urban-suburban landscape. The general relief pattern of the immediate vicinity is slightly rolling with drainage towards the south.

2. Cultural:

Washington County Comprehensive Framework Plan designates this area as urban. All four legs of the intersection are lined with commercial development. Access to and from most of these businesses is difficult due to traffic congestion and poor turning movements.

B. Preliminary Assessment of Environmental Impacts:

1. Consequences and Significance of Right-of-Way Acquisition:

Very minor right-of-way acquisition. Some utilities would need to be moved, one commercial sign would be displaced, and signal equipment would be relocated.

2. Estimated Impact on Traffic Patterns:

Improved turning movements and signalized left turns

Consequences--Air Quality, Noise, Safety, etc.:

Improved intersection will allow freer and safer traffic movement. Little to no effect on noise but slight improvement in air quality.

3. Estimated Impact on Land Use:

No change

Consequences:

4. Expected Impact on Natural Ecological Resources:

No change

Consequences:

5. Expected Impact on Cultural and Scenic Resources:

No change

Consequences:

6. Preliminary Identification of Areas of Critical Concern:

None

7. Potential for Controversial Issues:

None

8. Potential for Consistency of Proposal With:

a. Clean Air Implementation Plans - Slight improvement in air quality, therefore is consistent

b. Noise Standards - A noise study would be required

c. Water Quality Standards - No change

d. Area Land Use and Transportation Plans, and Zoning - Consistant with land use and county transportation plans.

---

C. Recommended Type of Action and Documentation:

----------MAJOR ACTION---------- ----NON-MAJOR ACTION-----

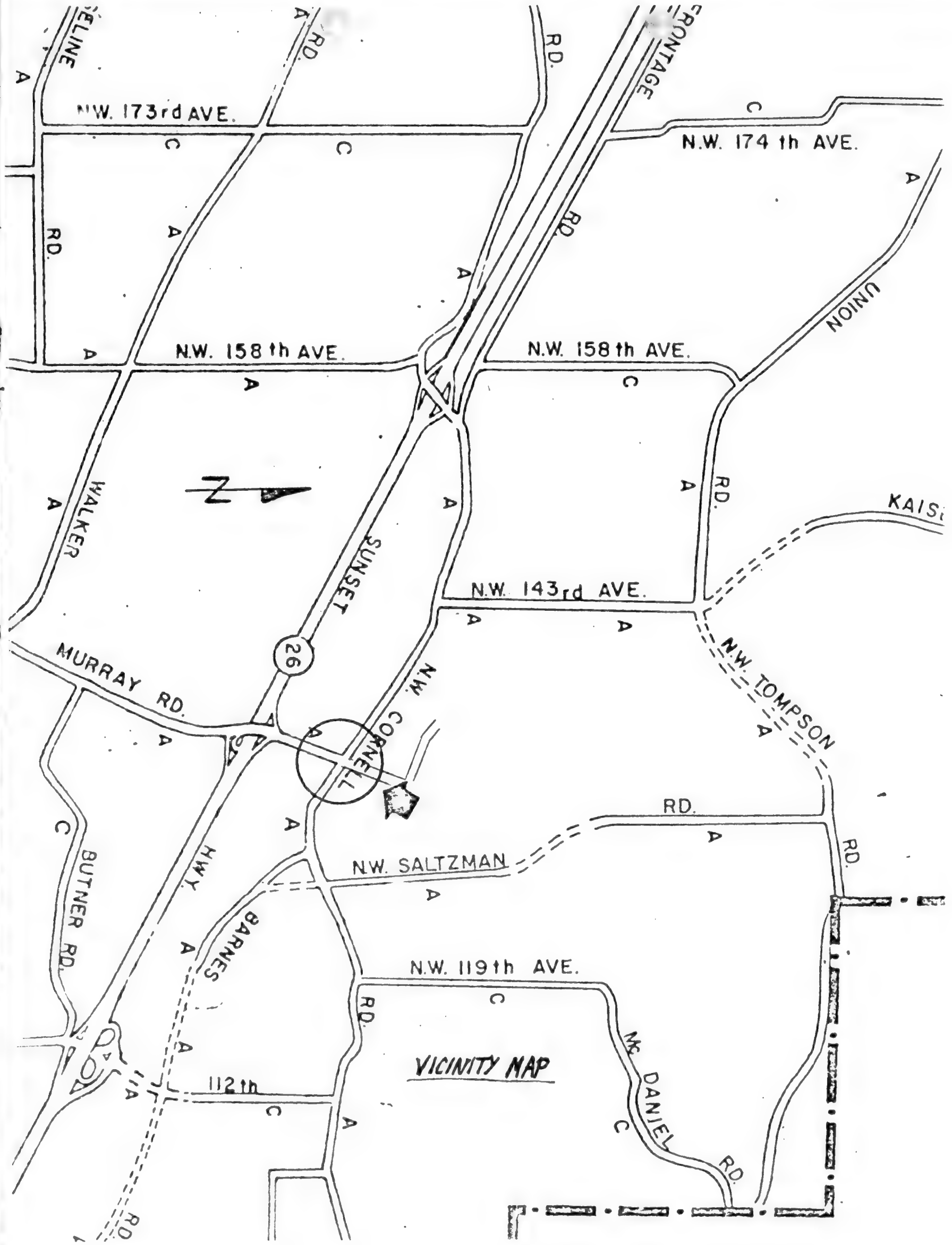
| SIGNIFICANT: | NON-SIGNIFICANT: | |
|---|---|---|
| ____ D & FEIS | ____ D & F Neg.Dec. | __x__ ASSESSMENT ONLY |
| ____ Section 4(f) | ____ Section 4(f) | ____ STATEWIDE ASSESSMENT |

Basis for Type of Action and Documentation: TSL

Since the project, if developed according to the recommendations of this assessment, would have only local and temporary impacts on the human environment, it is recommended that it be classified as an assessment only action.

---

D. Recommended Project Category: ____ 1 ____ 2 __x__ 3 ____ 4


N.W. 173rd AVE.
N.W. 174 th AVE.
N.W. 158 th AVE.
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N.W. SALTZMAN
N.W. 119th AVE.
112th
MURRAY RD.
BUTNER RD.
HWY
BARNES
CORNELL
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SUNSET
RD.
UNION
FRONTAGE
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KAISI
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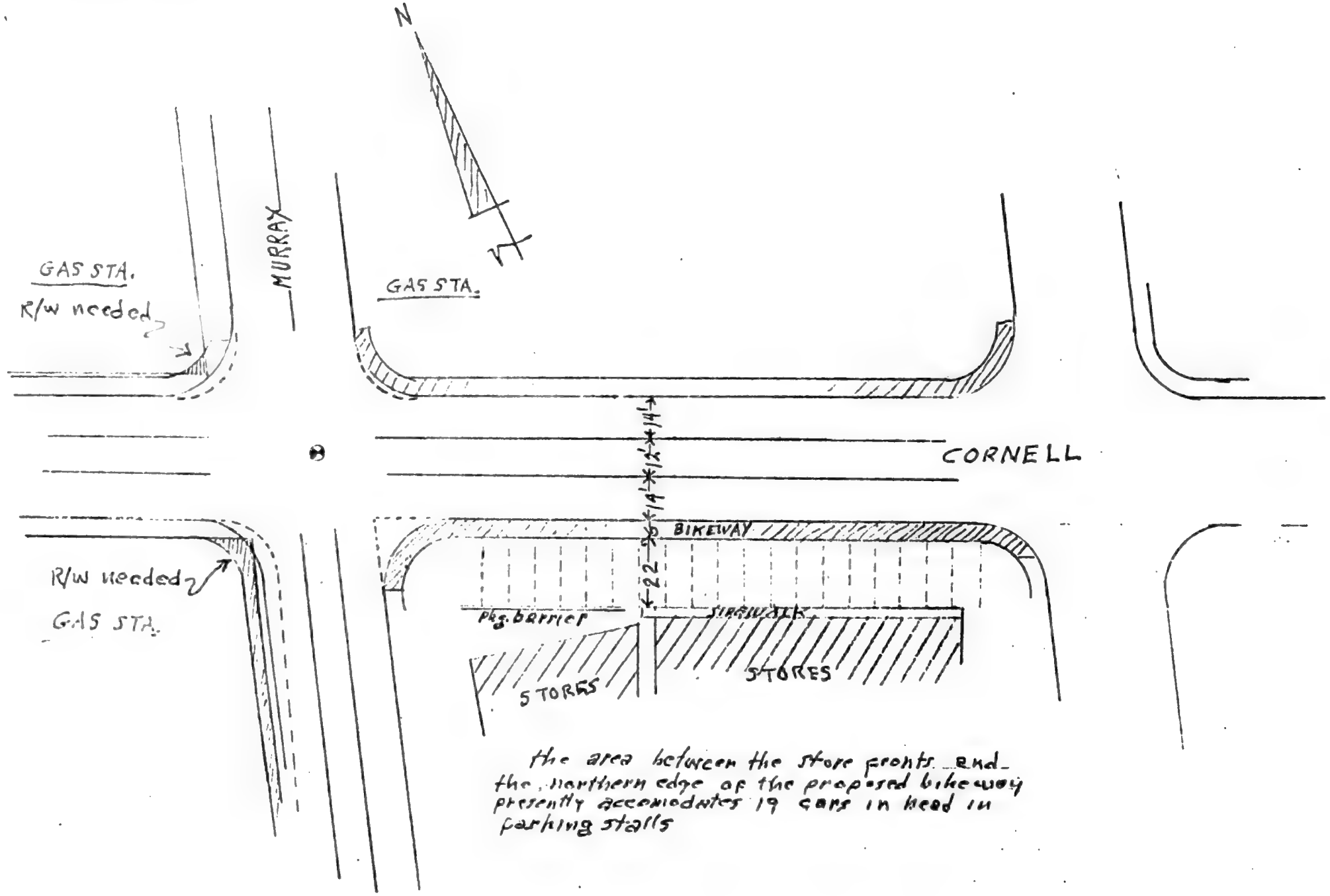
26
VICINITY MAP




the area between the store fronts and the northern edge of the proposed bikeway presently accomodates 19 cars in head in parking stalls

Fig. 1

1" = 50'  -------- existing

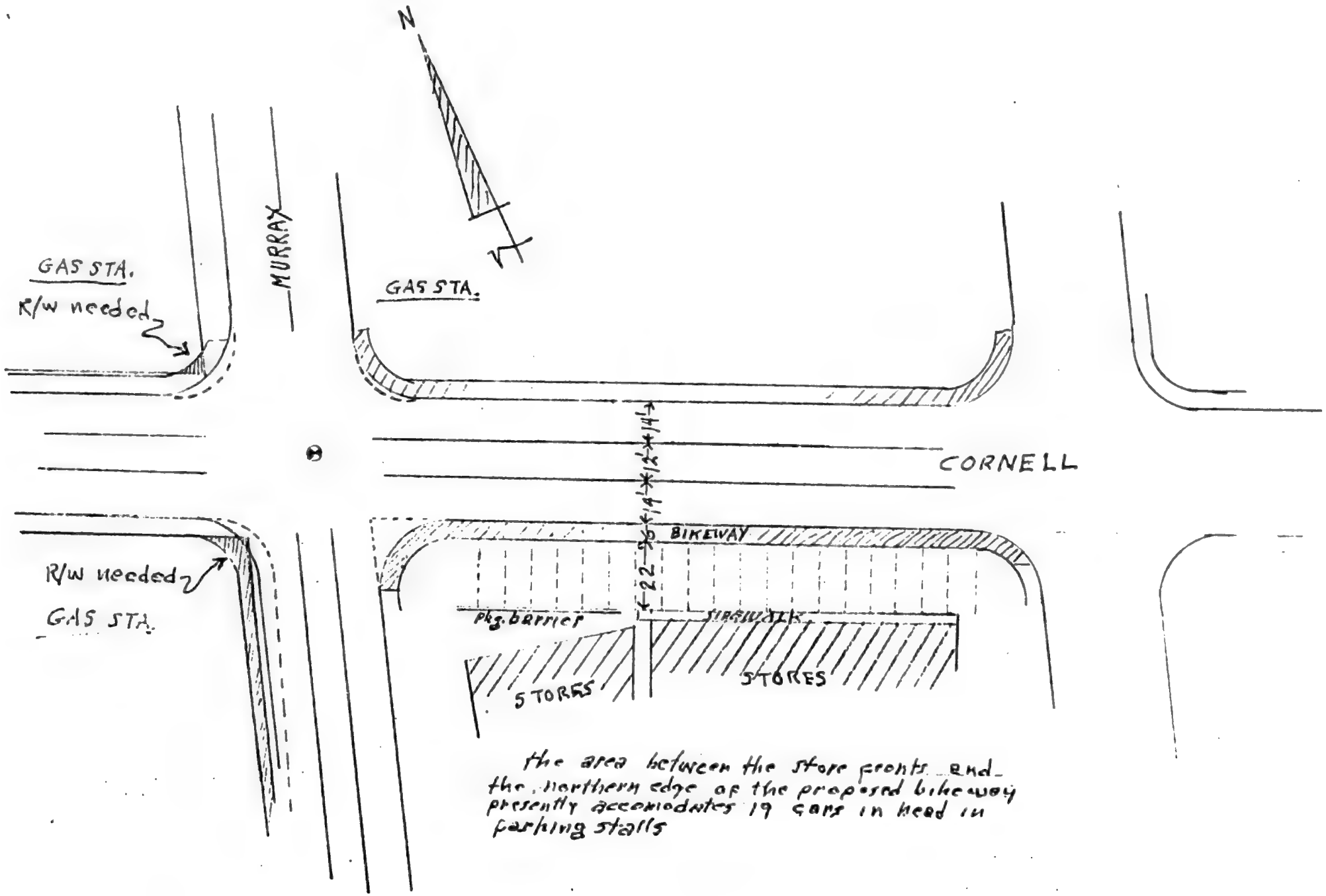



Fig. 1

1" = 50'  -------- existing

9022

STATE OF OREGON

INTEROFFICE MEMO

ODOT - Traffic
DEPT.

378-6537
TELEPHONE

TO: D. H. Moehring, Manager ATTN: G. Zehner
Office of Project Management

DATE: October 9, 1978

FROM: L. E. George
Traffic Engineer Supervisor

SUBJECT: Review of Project Request
Cornell Road @ Murray Blvd.
Washington County

We have reviewed the Federal Aid Project Request for modifications at the intersection of Cornell Road at Murray Boulevard. This location does meet the warrant for signalization. The location is presently signalized with a 2 phase fixed time controller. A review of the location showed that the reconstruction of the intersection and replacement of the existing controller with an actuated type would be beneficial.

The cost estimate for this work given in the project request appeared to be adequate.

L. E. George
Traffic Engineer Supervisor

DW:cs

81-125-1387

# WASHINGTON COUNTY

ADMINISTRATION BUILDING — 150 N. FIRST AVENUE
HILLSBORO, OREGON 97123

**BOARD OF COMMISSIONERS**
MILLER M. DURIS, Chairman
BILL BLOOM
VIRGINIA DAGG
DAVID FROST
RICHARD C. HEISLER

October 2, 1978

**DEPT. OF PUBLIC WORKS**
JOHN F. CROCKETT, Director
ROOM 201
(503) 648-8886

Jon Rose
Oregon Department of Transportation
5821 N.E. Glisan
Portland, Oregon 97213

Re: Cornell Road @ Murray Blvd.

Dear Jon:

When I submitted this project in June, it was our intention to do the preliminary design with the State doing the final design and construction engineering. With our small design team and the work load we now have, it would not be beneficial for us to take on another job at this time. I would like to request that the State do all engineering on this project.

This is a small project, and we would like to keep it small, so we would give you all the assistance we can, including work that has been done previously. We would also like to review the preliminary plans before they are submitted to Salem to be sure they meet with our approval.

Sicerely,

Michael A. Borresen
Michael A. Borresen
Project Development Engineer

From Metro JON ROSE | Date 10/3/78

To JERRY WIMER

(Program Mgmt.) Traffic Region 1

Comments: This letter indicates a change from information submitted in the Project Request. Please prepare a revised agreement #6790 to reflect the new thinking
Jon Rose

Revised Agreement to Typist 10-19-78

(#2)

ROBERT W. STRAUB
GOVERNOR

# Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

September 27, 1978

TO: Executive Department
Federal Aid Coordination Unit

FROM: D. E. Swan
Federal Aid Manager

SUBJECT: Notice of Intent for Federal Aid Funds
State Admin. Dist. No. 2
Section: Cornell Rd. at Murray Rd., Wash. Co.
Highway: FAU-9022, Wash. Co. Road
County: Washington

In accordance with Executive Memorandum 02-270-20, attached are copies of the Notices of Intent for the subject project.

Early programming of this project for advance planning in anticipation of future construction is necessary; therefore, your prompt attention to this proposal will be appreciated.

Allowing time for your review, we estimate the date of filing for federal aid funds on this project to be October 27, 1978.

BLG:pf
Attachments

cc: G. L. Green
H. S. Coulter ✓
F. E. Terpin
J. B. Boyd
J. H. Versteeg
Gary Potter
W. J. Hart

Region 1 E. L. Hardt
District 2 W. W. Geibel
Aeronautics Division
David Powers, Parks
Gerald Wimer
B. L. Gifford
R. N. Bothman, Metro

RECEIVED
STATE HWY ENGR
SEP 27 '78
REFER TO

# OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

## NOTIFICATION OF INTENT TO APPLY FOR FEDERAL AID

| For Internal Use Only | 1-8] PNRS # | Page One |
|---|---|---|

| | | | | | |
|---|---|---|---|---|---|
| 02 | 12] APPLICANT [45<br>Department of Transportation | 46] DIVISION [79<br>Highway | | | |
| 03 | 12] APPLICANT ADDRESS STREET [45<br>O'DOT Building | 46] CITY [60<br>Salem | | 76] ZIP [80<br>97310 | |
| 04 | 12] CONTACT PERSON [45<br>D. H. Moehring | 46] AREA CODE [48<br>503 | 49] PHONE [55<br>378 | 56] EXTENSION [59<br>6563 | |
| 01 | 12] PROJECT TITLE [71<br>Cornell Rd. at Murray Rd., Wash. Co. | | | | |
| 11 | 12] PROJECT LOCATION—CITY<br>FAU-9022<br>Wash. Co. Road | PROJECT LOCATION—COUNTY<br>Washington | PROJECT LOCATION [79<br>SEC: T:<br>R: | | |
| 05 | SUMMARY PROJECT DESCRIPTION (ATTACH SUPPORTING DOCUMENTS AS NECESSARY—SEE INSTRUCTIONS ON BACK) | | | | |
| 06 | 12] [71<br>The intersection will be improved by constructing adequate curb radii, widening | | | | |
| 07 | 12] [71<br>the Southbound lane of Murray Boulevard South of the intersection, and by | | | | |
| 08 | 12] [71<br>installing a 5-phase signal in place of the existing 2-phase. | | | | |
| 09 | 12] [71 | | | | |
| 10 | 12] [71 | | | | |

| | | | | | |
|---|---|---|---|---|---|
| 12 | AMOUNT REQUESTED—FEDERAL FUNDS | NON-FEDERAL MATCHING FUNDS | | OTHER | TOTAL |
| | 12] (A) Grant [19 / 20] (B) Other [27 | 28] (C) State [35 | 36] (D) Local [43 | 44] (E) FUNDS [51 | 52] (F) FUNDS [60 |
| | 64,800 / - - - | 12,600 | 12,600 | - - - | 90,000 |

| | | |
|---|---|---|
| 13 | 12] TYPE OF OTHER FEDERAL FUNDS (See 12B) [45 | 46] TYPE OF OTHER NON-FEDERAL FUNDS (See 12E) [79 |
| 14 | 12] FEDERAL PROGRAM TITLE [71<br>Title 23 USC Highways | |
| 15 | 12] FEDERAL AGENCY NAME [45<br>U. S. Department of Transportation | 46] FEDERAL SUB-AGENCY NAME [79<br>FHWA |

17 **(A) TYPE OF APPLICANT:** (Check (X) the single most applicable box)

| STATE | INTER-STATE | COUNTY | CITY | SCHOOL DISTRICT | SPECIAL DISTRICT | COMMUNITY ACTION | SPONSORED ORGANIZATION | OTHER |
|---|---|---|---|---|---|---|---|---|
| [X] 12 | [ ] 13 | [ ] 14 | [ ] 15 | [ ] 16 | [ ] 17 | [ ] 18 | [ ] 19 | [ ] 20 |

**(B) TYPE OF ACTION:** (Check (X) as many boxes as apply to this action)

| NEW GRANT | CONT. GRANT | SUPPL'T GRANT | INCREASE DURATION | DECREASE DURATION | CANCELLATION | INCREASE DOLLARS | DECREASE DOLLARS |
|---|---|---|---|---|---|---|---|
| [XX] 21 | [ ] 22 | [ ] 23 | [ ] 24 | [ ] 25 | [ ] 26 | [ ] 27 | [ ] 28 |

**(C) HAS DISTRICT CLEARINGHOUSE BEEN NOTIFIED?** Yes [ ] 29 No [X] 30 Date: TIP

(D) REVIEW REQUIRED by A-95: Yes [X] 31 No [ ] 32

(E) ENVIRONMENTAL IMPACT: Yes [ ] 33 No [X] 34

(F) HOUSING RELOCATION REQUIRED: Yes [ ] 35 No [X] 36

**(G) ESTIMATED APPLICATION FILING DATE:** 41] MONTH [42 October | 43] DAY [44 45] 27 | YEAR [46 1978

## ADDITIONAL INFORMATION—ALL APPLICANTS

I. A. Is the project consistent with the city or county comprehensive plan, zoning and subdivision ordinance? No ☐ Yes ☒

I. B. Is the proposal consistent with statewide land use goals? No ☐ Yes ☒

I. C. Is the proposal consistent with state and regional plans? No ☐ Yes ☒

II. Will the project have an impact on a neighboring jurisdiction? No ☒ Yes ☐

If so, is the project consistent with the comprehensive plan for that jurisdiction? No ☐ Yes ☐

III. Explain deviations if any, from pertinent plans.

IV. Federal Catalog number (or Public Law no. and title) 20.205 Highway Planning & Construction

V. Has funding agency been notified? No ☐ Yes ☒ Date: TIP

VI. If project includes state funds (12C), identify agency Highway

## STATE AGENCIES ONLY

VIII. (a) IS PROGRAM BUDGETED ☐ NON-BUDGETED ☐

(b) STATE SHARE

| GENERAL FUND CASH | OTHER FUND CASH | IN KIND |
|---|---|---|
| $_____ | $_____ | $_____ |

(c) FUNDING METHOD

| | FEDERAL SHARE | STATE SHARE | TOTAL |
|---|---|---|---|
| First Year | %____ $_____ | %____ $_____ | %____ $_____ |
| Second Year | %____ $_____ | %____ $_____ | %____ $_____ |
| Third Year | %____ $_____ | %____ $_____ | %____ $_____ |

(d) WILL PROGRAM REQUIRE HIRING OF NEW STATE EMPLOYEES? No ☐ Yes ☐ Number _____

(e) Will accounting for this grant be administered by the Executive Dept. Accounting Division? Yes ☐ No ☐

**PLEASE ATTACH ANY ADDITIONAL NARRATIVE OR REMARKS**

This is a Category 3 Project of Non-Major environmental impact under Oregon's Action Plan.

OREGON STATE HIGHWAY DIVISIC
PROJECT ASSESSMENT

IM-9022(.)

PART 1. GENERAL INFORMATION

A. Project Identification:

Date September 25, 1978

Section Cornell Road at Murray Blvd. Intersection — Unit (if appl) _____

County Washington — City _____

Highway Cornell Road — State Hwy. No. FAU 9022

Termini: M.P.(if appl) _____ — Length 0.15 mile

Region I — Construction Estimate $90,000 FAUS Program Amount

B. Purpose of Project:

To improve traffic movements through the intersection, with greater safety and enhanced turning movements.

C. Origin & History of Project:

Project submitted to CRAG in 1976 for inclusion in TIP, also submitted for funding under categories III and V E-4 reserve.

D. General Description of Project:

The intersection will be improved by constructing adequate curb radii, widening the southbound lane of Murray Boulevard south of the intersection, and by installing a 5-phase signal in place of the existing 2-phase.

Alignment: New _____ Existing X Combined _____

Typical Section: Existing: No. Lanes 2 ; Med. 12' ; Shldrs. No ; Parking No

Proposed: No. Lanes 2 ; Med. 12'-14' Shldrs. No ; Parking No

Traffic: Existing Facility: Existing ADT 11,200 Cornell 12,700 Murray ; Projected ADT _____ ; Yr. _____

Existing Level of Service _____

Proposed Facility: Projected ADT 20,000 ; Yr. 1998

Projected Level of Service _____

734-3053 (10-75)

Right of Way: Additional anticipated Yes (Yes, No); if yes, give approx. No. Parcels 3

Acres 0.018; Type of Relocation Req. None; No. _____

Materials Source, Borrow, Waste Disposal Requirements, if any:

Some AC and concrete would need to be removed. Landfills in immediate area would be able to absorb it.

Type of Structure(s):

N/A

Brief Description of River or Stream and Type of Involvement, if any:

N/A

Local City, County or COG priorities of project:

High priority county signal project

FHWA and/or OSHD approvals given, if any:

None

Location or Design Alternatives (identify and describe):

No build: Increased traffic demand at intersection will cause further delays and more accidents.

Four lanes: Reconstruct intersection to county arterial standards would increase capacity for future traffic, but would impact businesses on all four corners due to additional right-of-way needed.

Other Descriptive Information or Comments: The proposed bikeway segment (see sketch) would force a reduction in parking spaces for the six small businesses in the southeast quadrant from 19 to a maximum of 6. It is obvious that there cannot be both a bikeway here and adequate parking too. There appears to be no alternative to preserving most of the existing parking because there is no other area where customers for these business fronts can park. It is recommended that no action in regard to this problem be taken without fully taking into account these parking needs. This will require contacting operators of these businesses and working out suitable compromise bikeway plans with neighborhood groups. For Safety reasons it is not feasible to run the bikeway along the store fronts.

PART II. ENVIRONMENTAL ASSESSMENT

A. Brief Environmental Setting of Project Area:

1. Natural:

Cornell and Murray roads are both designated arterials. The intersection is abutted by local commercial development including three service stations, grocery store, and small business complex. Murray Boulevard is also a nearby access to Sunset Highway. The flora and fauna of the area are typical of a fully developed urban-suburban landscape. The general relief pattern of the immediate vicinity is slightly rolling with drainage towards the south.

2. Cultural:

Washington County Comprehensive Framework Plan designates this area as urban. All four legs of the intersection are lined with commercial development. Access to and from most of these businesses is difficult due to traffic congestion and poor turning movements.

B. Preliminary Assessment of Environmental Impacts:

1. Consequences and Significance of Right-of-Way Acquisition:

Very minor right-of-way acquisition. Some utilities would need to be moved, one commercial sign would be displaced, and signal equipment would be relocated.

2. Estimated Impact on Traffic Patterns:

Improved turning movements and signalized left turns

Consequences--Air Quality, Noise, Safety, etc.:

Improved intersection will allow freer and safer traffic movement. Little to no effect on noise but slight improvement in air quality.

3. Estimated Impact on Land Use:

No change

Consequences:

4. Expected Impact on Natural Ecological Resources:

No change

Consequences:

5. Expected Impact on Cultural and Scenic Resources:

No change

Consequences:

6. Preliminary Identification of Areas of Critical Concern:

None

7. Potential for Controversial Issues:

None

8. Potential for Consistency of Proposal With:

a. Clean Air Implementation Plans - Slight improvement in air quality, therefore is consistent

b. Noise Standards - A noise study would be required

c. Water Quality Standards - No change

d. Area Land Use and Transportation Plans, and Zoning - Consistant with land use and county transportation plans.

---

C. Recommended Type of Action and Documentation:

----------MAJOR ACTION---------- ----NON-MAJOR ACTION-----

| SIGNIFICANT: | NON-SIGNIFICANT: | |
|---|---|---|
| ____ D & FEIS | ____ D & F Neg.Dec. | __x__ ASSESSMENT ONLY |
| ____ Section 4(f) | ____ Section 4(f) | ____ STATEWIDE ASSESSMENT |

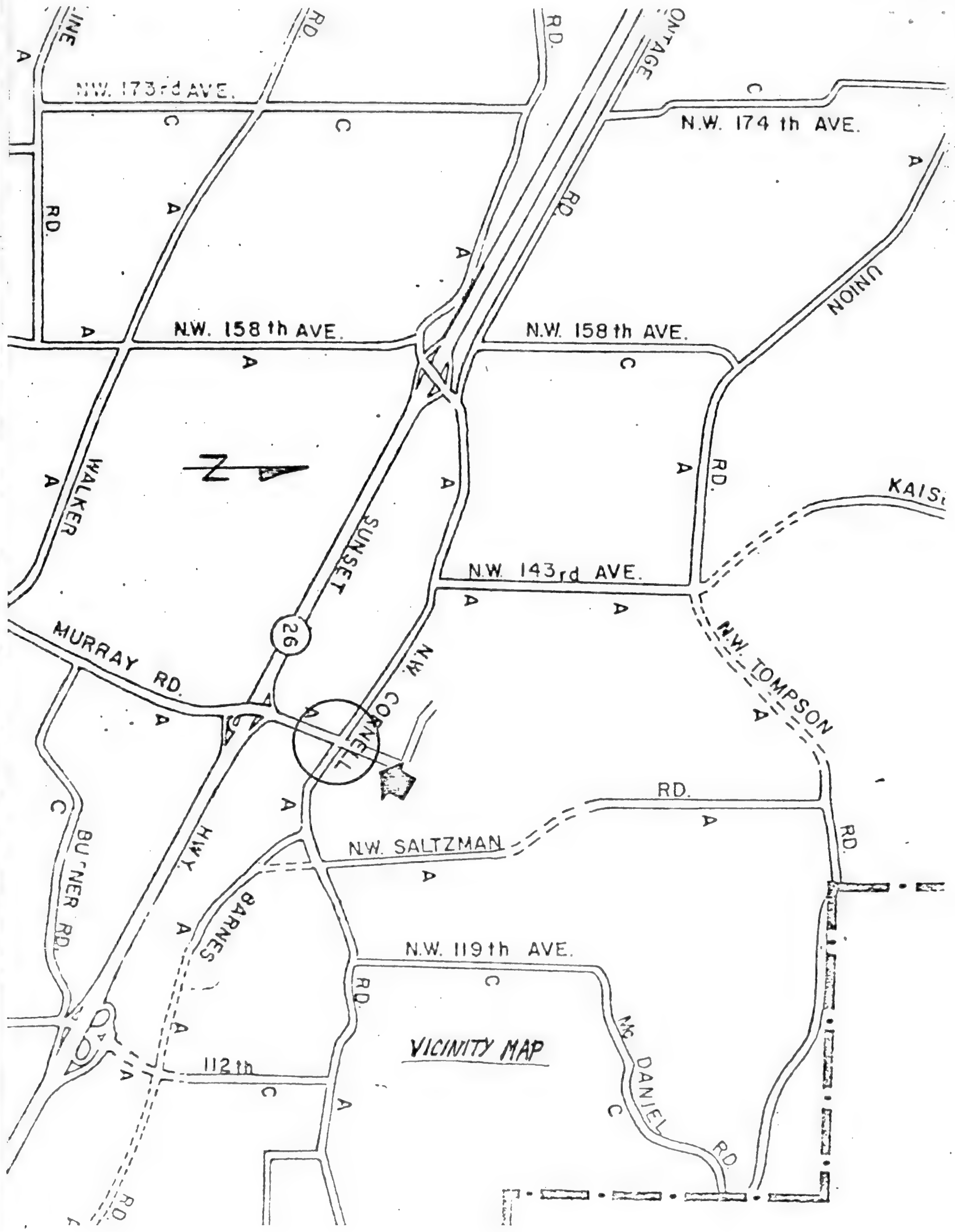
Basis for Type of Action and Documentation: TEL

Since the project, if developed according to the recommendations of this assessment, would have only local and temporary impacts on the human environment, it is recommended that it be classified as an assessment only action.

---

D. Recommended Project Category: ____ 1 ____ 2 __x__ 3 ____ 4

Form (1)10-/5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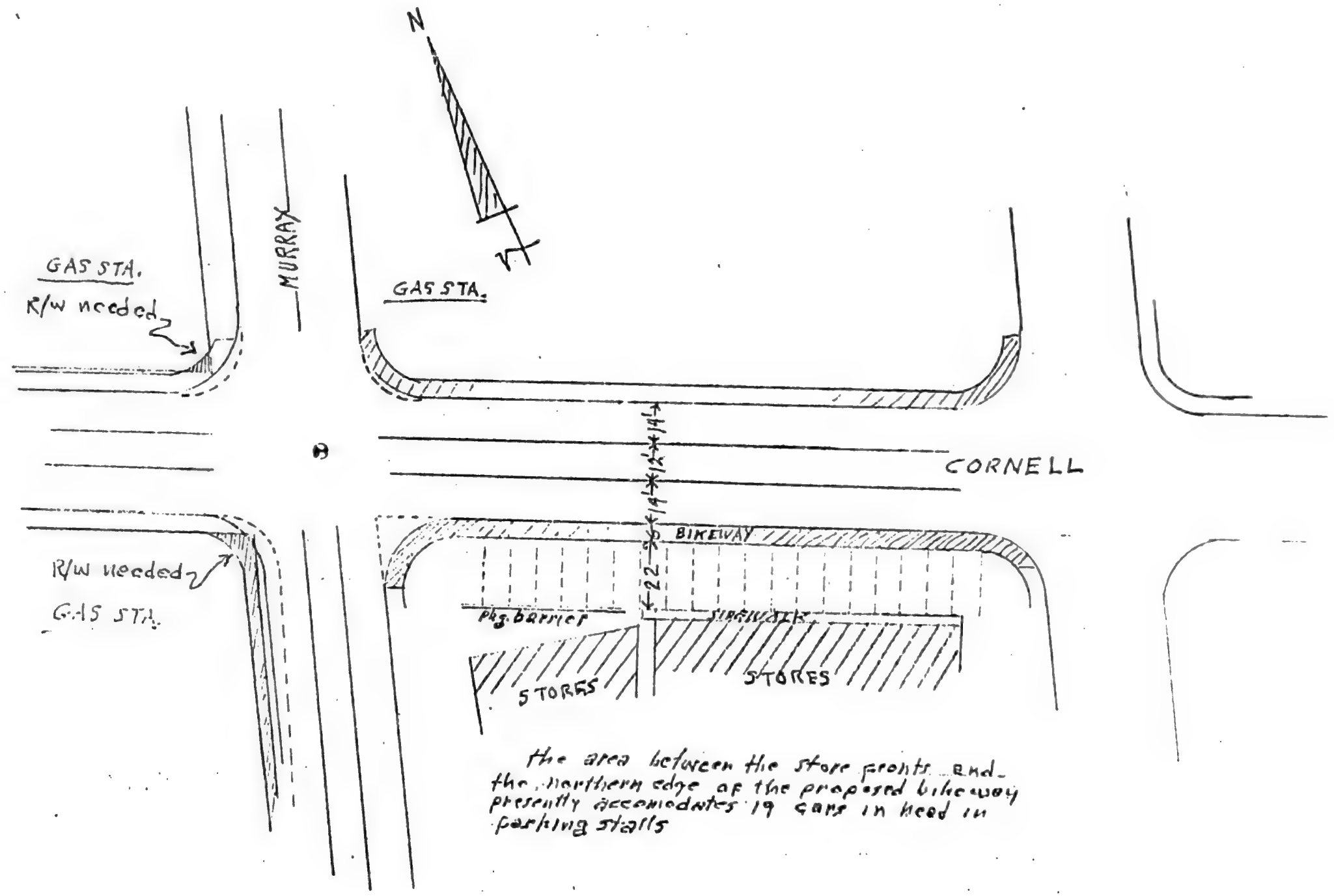
N.W. 119th AVE.
112th
MURRAY RD.
WALKER
SUNSET
HWY 26
CORNELL
BARNES
BU'NER RD.
Mc DANIEL RD.
N.W. TOMPSON
UNION
ONTAGE
KAIS
RD.
VICINITY MAP




the area between the store fronts and the northern edge of the proposed bikeway presently accomodates 19 cars in need in parking stalls

Fig. 1

1" = 50'  -------- existing

September 7, 1978

TO OREGON TRANSPORTATION COMMISSION

FROM H. S. Coulter
State Highway Engineer

SUBJECT Federal Aid Urban System Project Requests (2)
and Urban System Project Cancellation

On the Consent Calendar for the September 19 meeting will be two requests for approval of Urban System projects and a request to cancel a previously approved project.

Monmouth is requesting a $200,000 project to widen and improve a 0.5 mile segment of Monmouth Avenue North.

The request from Washington County is for a $90,000 project to install traffic signals and provide for left-turn movements at the intersection of Cornell Road and Murray Blvd.

Cancellation of a previously approved project to construct a structure on Division Street is being requested by the City of Bend.

Federal Urban System funds for these projects are estimated at $233,560 with the State providing approximately 119,420 and $32,020 being contributed by local government.

These projects have been investigated and are eligible for funding under the Federal Aid Urban System Program. I recommend your approval and request authorization to sign the project agreements for and on your behalf.

Attachment

bc: R. A. Burco
F. B. Klaboe
C. W. Head
E. S. Hunter
D. H. Moehring
R. N. Bothman
V. E. Skoog
J. H. Verstaeg
E. L. Hardt
C. O. Fredrickson
Dale Allen
D. N. Harwell
George Bell

WASHINGTON COUNTY
Proposed Urban System Project

Cornell Road (FAU 9022) at Murray Blvd.
Grade, Pave and Signals
$90,000

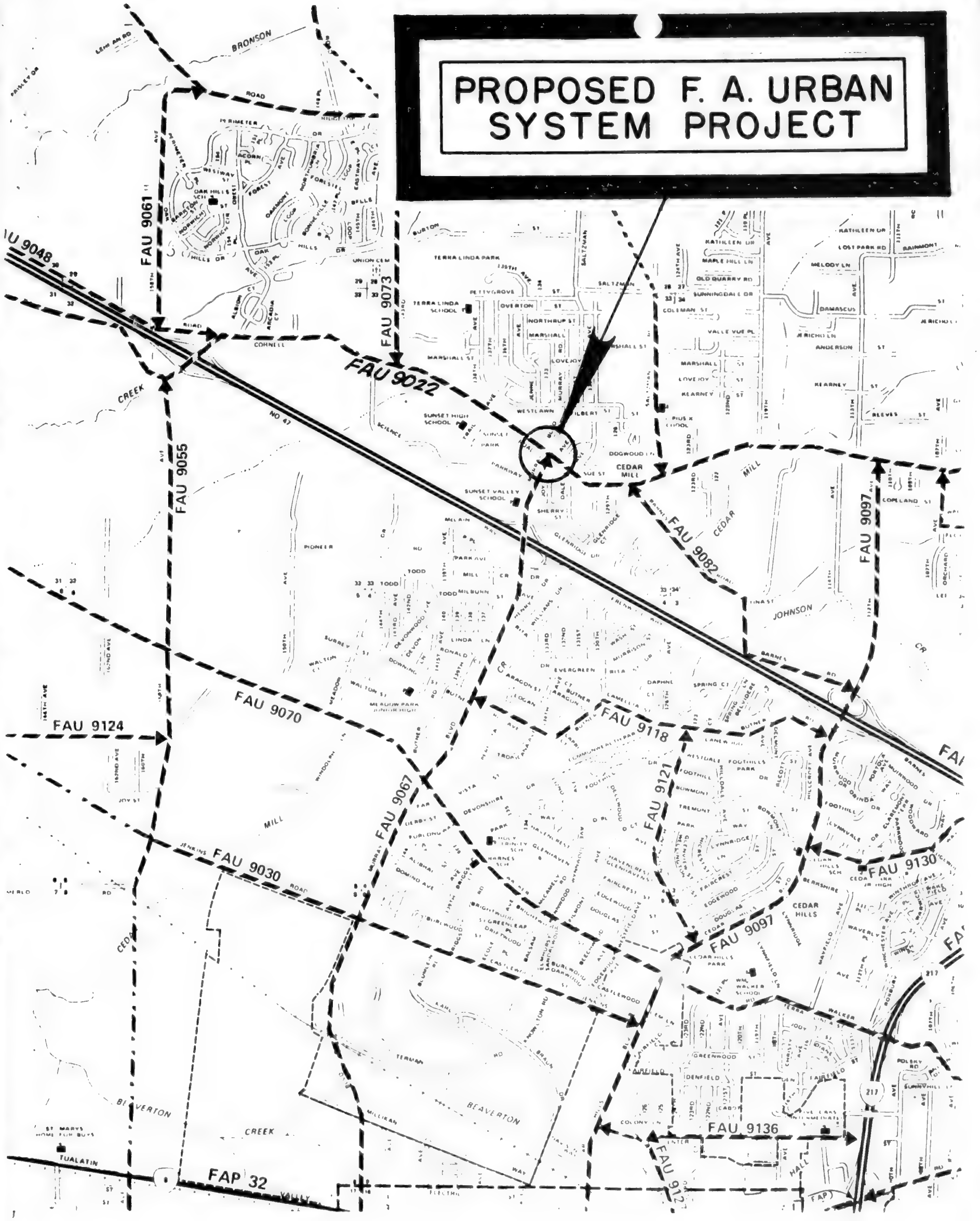
This project entails all the work and costs to widen Cornell Road and Murray Blvd. to provide for left-turn movements, and to install a five-phase, fully activated signal at the intersection. Construction of adequate curb radii will necessitate acquisition of minor amounts of right-of-way.

County will perform the bulk of preliminary engineering.

State will perform construction engineering.

78-h
9/6/78

# PROPOSED F. A. URBAN SYSTEM PROJECT



STATE OF OREGON

INTEROFFICE MEMO

TO: D. H. MOEHRING, Head Attn: G. W. Wimer
Project Management Section

DATE: July 26, 1978

FROM: MAX J. KLOTZ
Metro Technical Services Engineer

SUBJECT: Project Request, FAUS
Cornell Road at Murray Boulevard
Signalization
Washington County
Planning File No. 78-82

Attached is a project request packet containing an Authority for Survey, Project Request, Environmental Assessment (previously sent to Gary Potter) and Project Information Sheet.

This project is included in the Six-Year Program and also included in the CRAG TIP. Please program $7,000 for preliminary engineering at this time.

lh

attachment

cc: F. E. Terpin
Technical Services (6)

81.125.1387

PROJECT INFORMATION SHEET
(to be submitted with the project request)

Section Cornell Road at Murray Blvd. Signalization Date July 24, 1978

Highway Cornell Road County Washington

Existing Facility

Access control? No parking restrictions? Yes
Airport within 2 miles? No name N/A
Water development in the area? No
Recreation areas None
Historical areas Cedar Mill, 1862

Roadway: no. lanes 2 w/lt. turn paved shoulders? No
pavement width 36'

Structures: MP description
None

Signals: location
Cornell at Murray Blvd.

Descriptions of adjacent sections

Cornell end: 2 - 12' lanes, 12' left turn lane, 2 - 2' shoulders w/curbs
Murray end: 2 - 12' lanes, 12' left turn lane, 2 - 2' shoulders w/curbs

Railroad crossings None

No. of railroad tracks
No. of trains
Train speeds
Protection
Accidents

CRM0001

2

Form E-30 (Rev. 9-71)

OREGON STATE HIGHWAY DIVISION

Planning File No. 78-82

# AUTHORITY FOR SURVEY

Section CORNELL ROAD AT MURRAY BLVD.

Date July 24, 1978

Highway Cornell Road

Authorization No. 1

County Washington

Survey Prefix 334-1977
(Assigned by Salem office)

Description of termini, route, length, etc.:

The project consists of the subject intersection of Cornell Road and Murray Boulevard. The overall length is 0.15 mile.

Proposed: Improve intersection by constructing left turn refuges, improve signalization and lengthening curb radii.

Purpose of survey: County to perform field survey, prepare assessment, plans, specifications, and estimate of cost.

State to monitor PE, review plans, and complete PS&E.

M.9022(1)
11-30-78

FAUS Funding
Category III NM

| | | Estimate of Cost |
|---|---|---|
| Field Survey | (901) | 200 |
| Citizen Participation | (902) | |
| City or County | (903) | 5,300 |
| Consultant | (904) | |
| Final Design | (905) | 600 |
| Bridge Design | (906) | |
| Preliminary Design | (907) | |
| R/W Descriptions | (909) | |
| Soils & Geology | (910) | |
| Traffic | (911) | |
| Landscape | (912) | |
| Liaison R/W | (913) | |
| Utility | (914) | 300 |
| Photogrammetry | (916) | |
| Location Studies | (918) | |
| Engr. Graphics | (919) | |
| Office Engineer | (920) | |
| Specifications | (921) | 600 |
| Environmental | (923) | |
| Foundation Exploration | (926) | |
| Seminars | (950) | |
| Hearings | (980) | |
| Equal Opportunity | (985) | |
| Advisory Committees | (986) | |

INSTRUCTIONS

Submit four copies to Salem. After approval by the Assistant State Highway Engineer, one copy will be sent to the Regional Engineer and one copy to the Resident Engineer.

This form does not constitute authority for making survey until approved and returned.

Submit separate order for each survey.

Total estimated cost of survey . . . . . $ 7,000

Previous authorization . . . . . .

Additional authorization requested . . . . . .

Additional authorization approved (Salem) . . . . . .

Total all authorizations approved (Salem) . . . . . .

Requested made by:

K. D. LINBOOKER, METRO Design Engineer

Recommended for Approval:

M. J. Klotz, METRO Technical Services Engineer

Recommended for Approval:

Frank E. Perkins
Location Engineer

Approved:

E. J. Tschuda
Tech. Serv. Mgr.

SP 2343-A (1)

OREGON STATE HIGHWAY DIVISION
PROJECT ASSESSMENT

PART 1. GENERAL INFORMATION

A. Project Identification:

Date July 17, 1978

Section Cornell Road at Murray Blvd. Intersection — Unit (if appl) _____

County Washington — City _____

Highway Cornell Road — State Hwy. No. FAU 9022

Termini: M.P.(if appl) _____ — Length 0.15 mile

Region I — Construction Estimate $90,000 FAUS Program Amount

B. Purpose of Project:

To improve traffic movements through the intersection, with greater safety and enhanced turning movements.

C. Origin & History of Project:

Project submitted to CRAG in 1976 for inclusion in TIP, also submitted for funding under categories III and V E-4 reserve.

D. General Description of Project:

The intersection will be improved by constructing adequate curb radii, widening the southbound lane of Murray Boulevard south of the intersection, and by installing a 5-phase signal in place of the existing 2-phase.

Alignment: Hor. _____ Existing ___X___ Combined _____

Typical section: Existing: No. Lanes 2 ; Wid. 12' ; Shldrs. No ; Parking No

Proposed: No. Lanes 2 ; Wid. 12'-14' Turn Lane ; Shldrs. No ; Parking No

[illegible]

Structure: Facility: [illegible] ; Yr. 1978

[illegible]

7/1/77 (rev 7/78)

PART II. ENVIRONMENTAL ASSESSMENT

A. Brief Environmental Setting of Project Area:

1. Natural:

Cornell and Murray roads are both designated arterials. The intersection is abutted by local commercial development including three service stations, grocery store, and small business complex. Murray Boulevard is also a nearby access to Sunset Highway. The flora and fauna of the area are typical of a fully developed urban-suburban landscape. The general relief pattern of the immediate vicinity is slightly rolling with drainage towards the south.

2. Cultural:

Washington County Comprehensive Framework Plan designates this area as urban. All four legs of the intersection are lined with commercial development. Access to and from most of these businesses is difficult due to traffic congestion and poor turning movements.

B. Preliminary Assessment of Environmental Impacts:

1. Consequences and Significance of Right-of-Way Acquisition:

Very minor right-of-way acquisition. Some utilities would need to be moved, one commercial sign would be displaced, and signal equipment would be relocated.

2. Estimated Impact on Traffic Patterns:

Improved turning movements and signalized left turns

Consequences--Air Quality, Noise, Safety, etc.:

Improved intersection will allow freer and safer traffic movement. Little to no effect on noise but slight improvement in air quality.

3. Estimated Impact on Land Use:

No change

Consequences:

4. Expected Impact on Natural Ecological Resources:

No change

Consequences:

5. Expected Impact on Cultural and Scenic Resources:

No change

Consequences:

6. Preliminary Identification of Areas of Critical Concern:

None

7. Potential for Controversial Issues:

None

8. Potential for Consistency of Proposal With:

a. Clean Air Implementation Plans - Slight improvement in air quality, therefore is consistent

b. Noise Standards - A noise study would be required

c. Water Quality Standards - No change

d. Area Land Use and Transportation Plans, and Zoning - Consistant with land use and county transportation plans.

---

C. Recommended Type of Action and Documentation:

----------MAJOR ACTION---------- ----NON-MAJOR ACTION-----

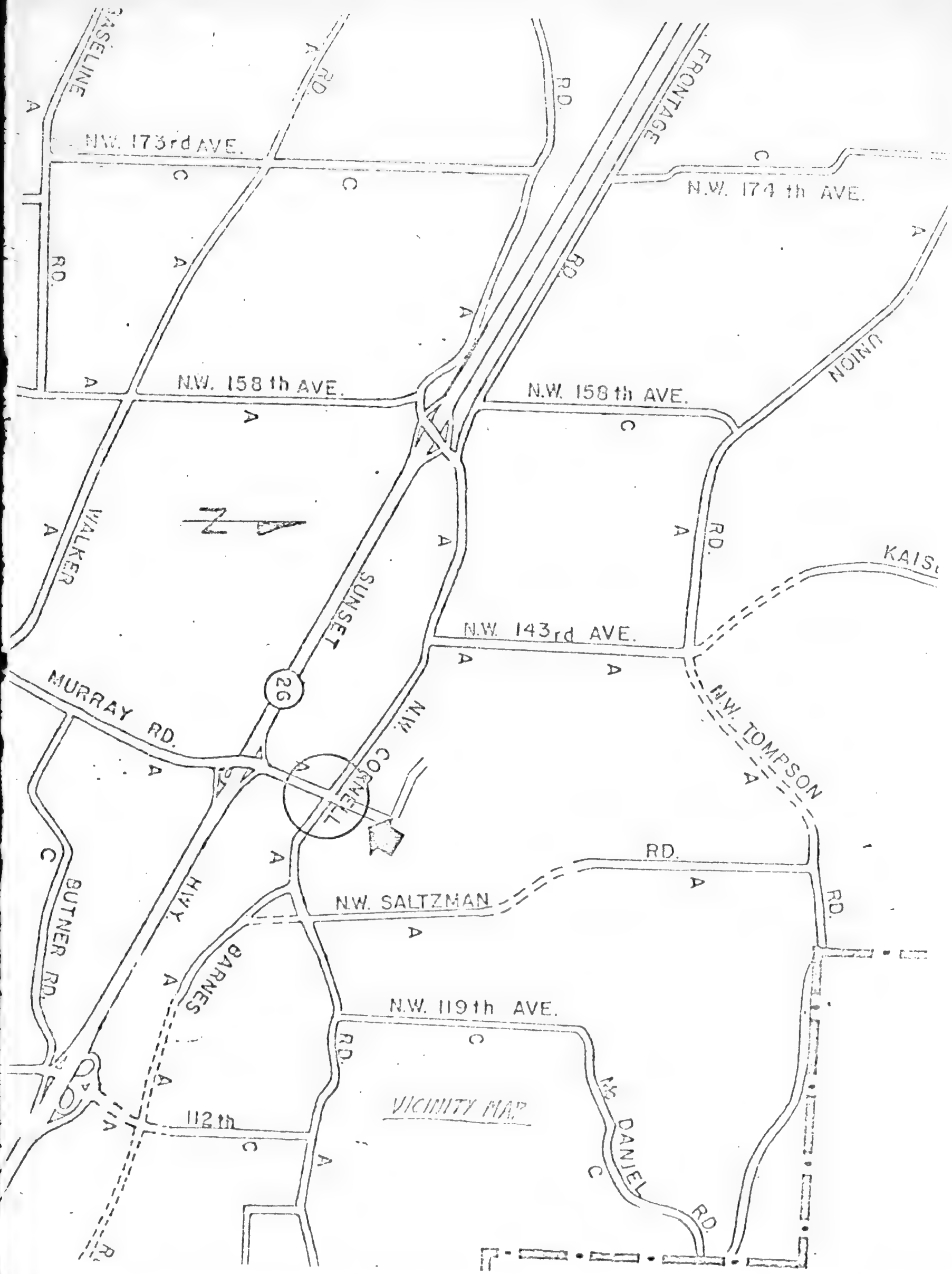
| SIGNIFICANT: | NON-SIGNIFICANT: | |
|---|---|---|
| ___ D & FEIS | ____ D & F Neg.Dec. | __x__ ASSESSMENT ONLY |
| ____ Section 4(f) | ____ Section 4(f) | ____ STATEWIDE ASSESSMENT |

Basis for Type of Action and Documentation:

TSL

Since the project, if developed according to the recommendations of this assessment, would have only local and temporary impacts on the human environment, it is recommended that it be classified as an assessment only action.

Category: 1 2 4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DANIEL
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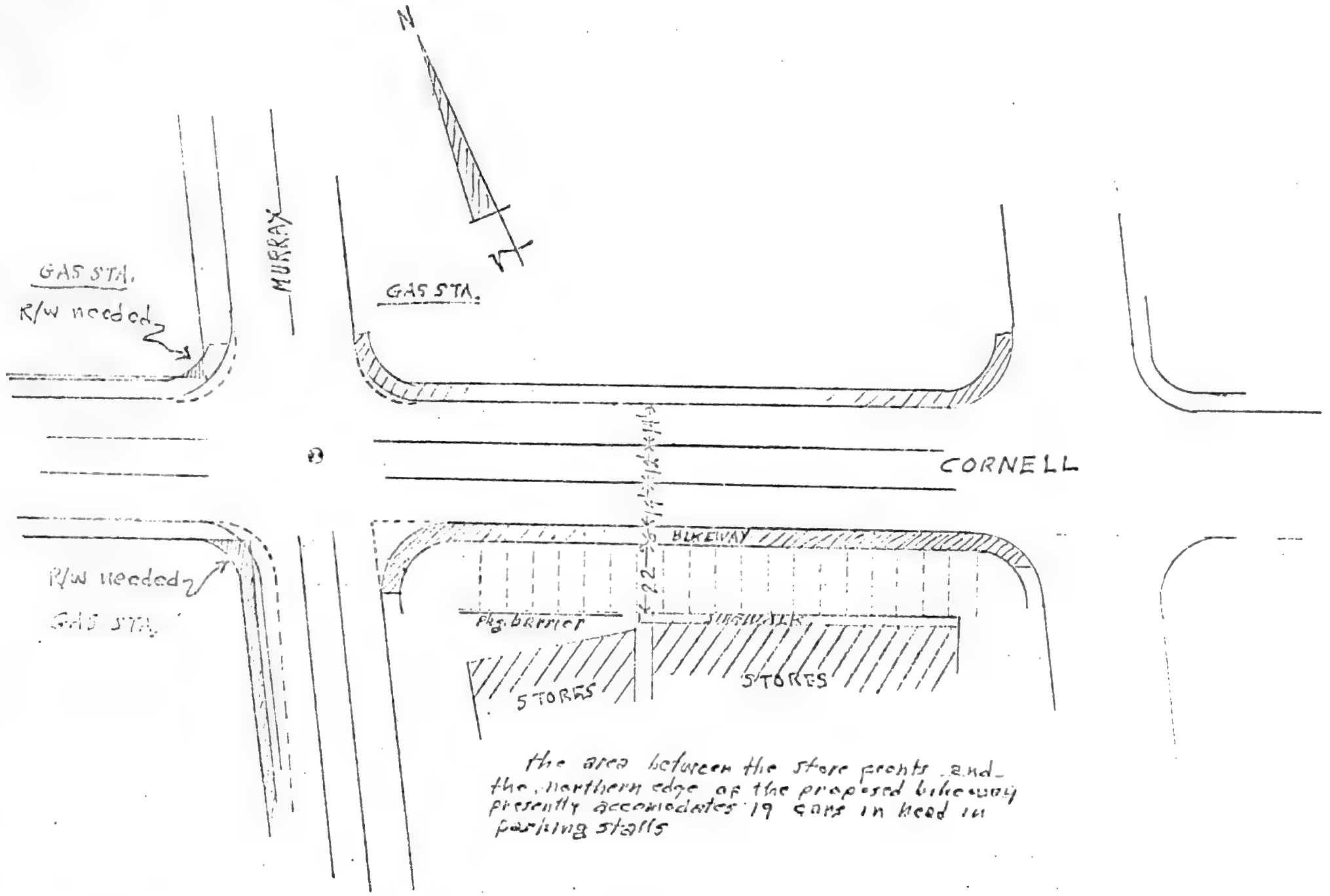
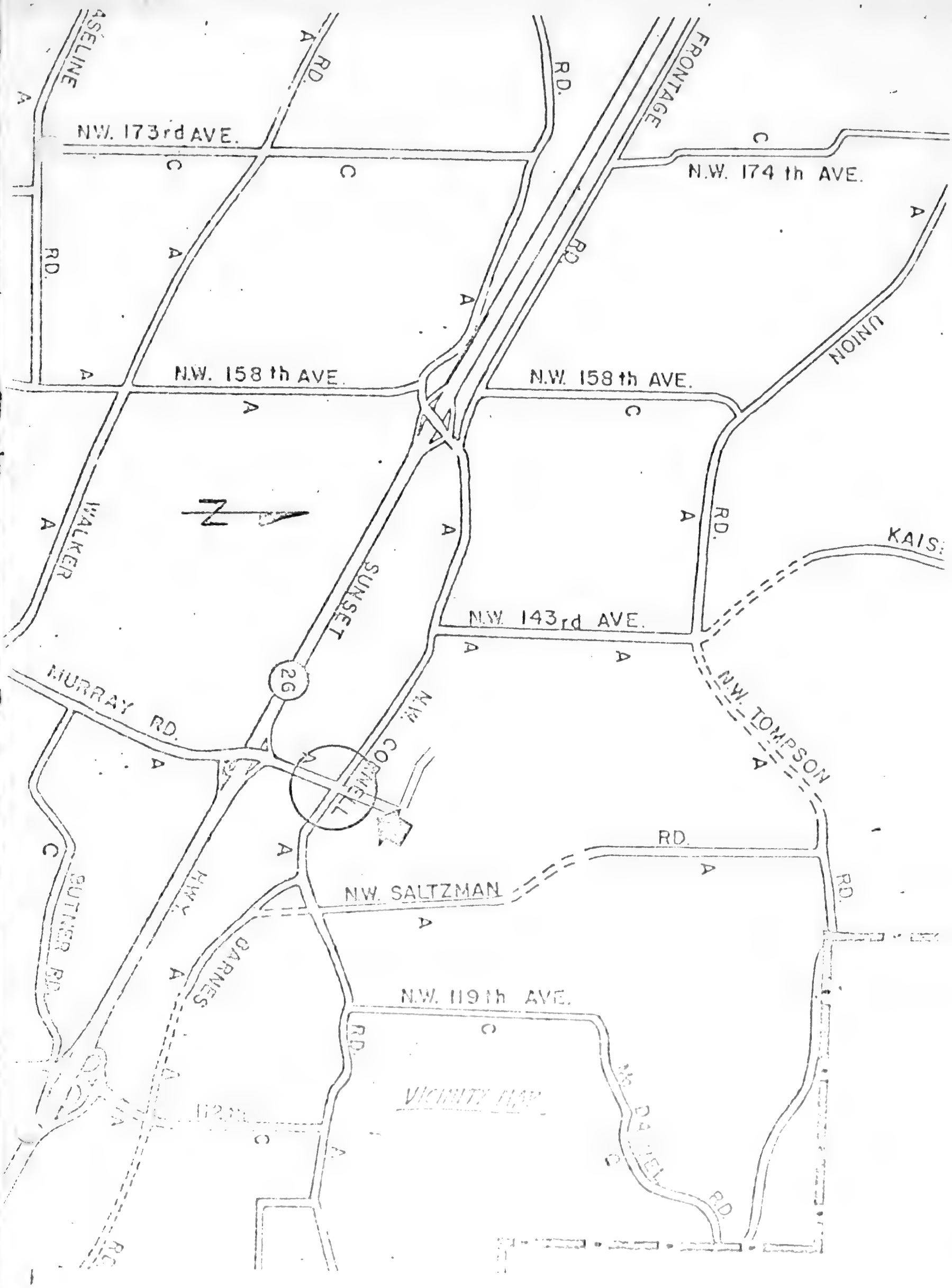
VICINITY MAP




the area between the store fronts and the northern edge of the proposed bikeway presently accomodates 19 cars in head in parking stalls

Fig. 1

1" = 50'  -------- existing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SUNSET
N.W. 143rd AVE.
KAISER
MURRAY RD.
26
N.W. COMMERCIAL
N.W. TOMPSON
RD.
GUTHRIE RD.
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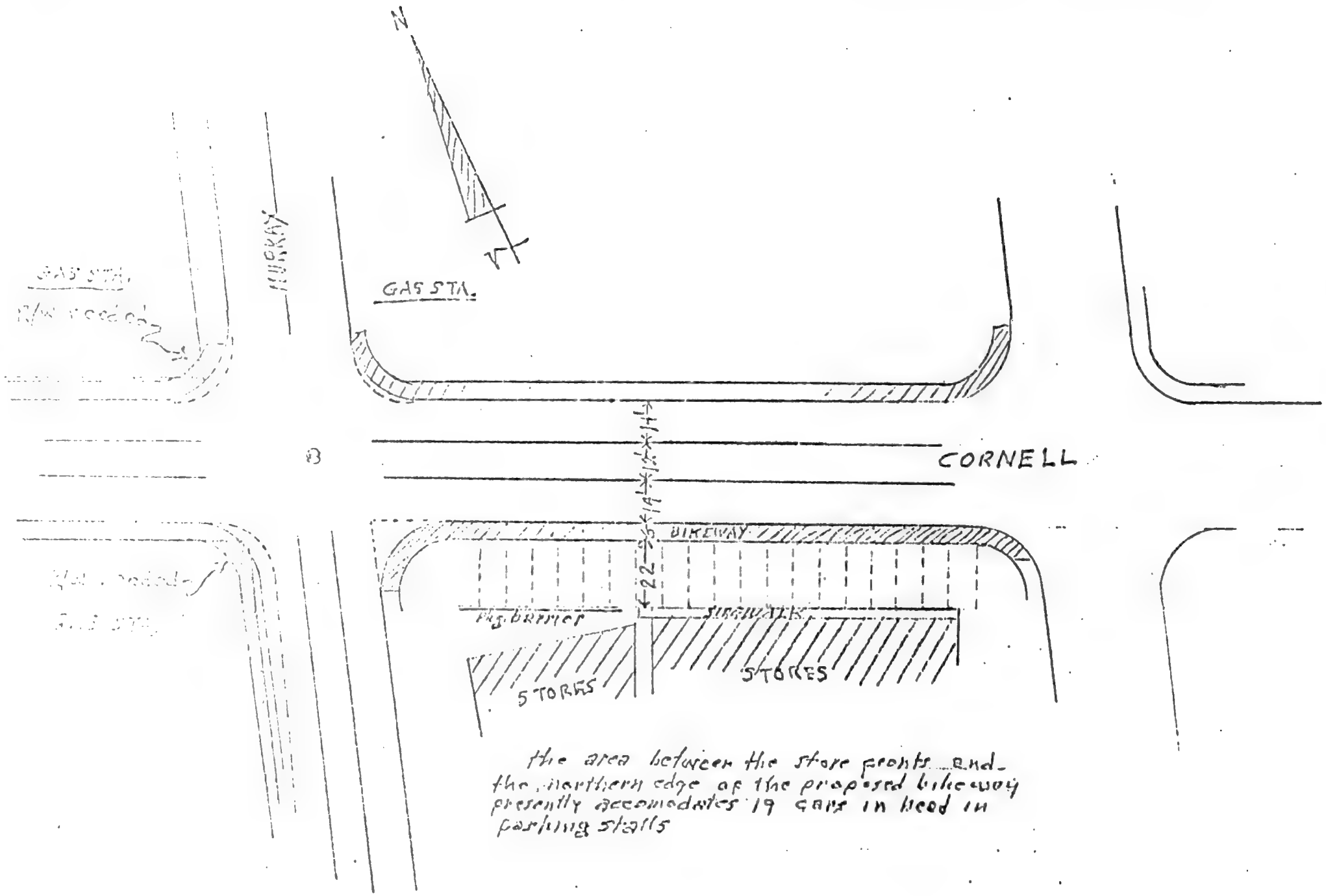
VICINITY MAP
N.W. 112th
DANIELS
RD.




the area between the store fronts and the northern edge of the proposed bikeway presently accomodates 19 cars in head in parking stalls

Fig. 1

1" = 50' ---------- existing

# FEDERAL AID PROJECT REQUEST

Date June 26, 1978

Applicant Agency Washington County
Request for: Off-System ____, FAS-C ____, FAUS X Project
Federal Aid Route No. ____ Route Name Cornell Road
Project Name Cornell Road @ Murray Blvd. intersection

Project Length ____ Project Location (Attach sketch map)
Project Description Improve intersection by constructing left-turn refuges, improved signalization, and longer curb radii

Average Daily Traffic 11,200 Cornell
12,700 Murray
Design Speed 35 MPH

**Complete Applicable Sections:**

## I. ROADWAY DATA

### 1. Existing Roadway: (Attach sketch)

Width ____ Travel Lanes ____ Shoulders ____
Medians ____ Parking ____
Sidewalks ____
Remarks ____

### 2. Desired Roadway Cross Section: (Attach sketch)

Width 40' Travel Lanes 2 Shoulders ____
Medians 12' Parking No
Curbed ____ Length Curb Radii ____
Sidewalk/Bikeway 6' south side, 5' north side, 3' east side
Remarks ____

## II. RIGHT-OF-WAY DATA

### 1. Existing Right-of-Way:

General Width 60 Minimum 50 Maximum 60

2. Has right-of-way been acquired for this project subsequent to January 2, 1971?
Yes X No ____

3. Will additional right-of-way be needed? Yes X No ____
If answer is "yes," will cost of right-of-way be subject to Federal reimbursement? Yes X No ____
Remarks R/W needed for curb radii and along southwest side

## III. TRAFFIC CONTROL DATA

### 1. Existing Signalization and Location:

2 phase timed

2. Proposed Signalization:

Location at intersection Cornell and Murray

Type fully actuated

Phases

Type of Suspension by P.E.

Interconnected No

Remarks

3. Permanent Signing:

Include in project or by applicant? by applicant

4. Permanent Striping:

Include in project or by applicant? by applicant

IV. ILLUMINATION DATA

1. Existing Illumination and Location:

None

2. Proposed Illumination:

Location None

Type

Remarks

V. STRUCTURE DATA N/A

1. Existing Structure:

Location

Type

Approach Roadway Width Shoulder Width

Length Width

To remain in place?

2. Proposed Structure:

Location

Approximate Size: Length Width

Are sidewalk/bikeways desired: _____

Are any utilities to be attached to structure? _____

Are provisions for illumination desired? _____

Are there any unusual or complicating conditions? _____

Remarks _____

## VI. RAILROAD DATA

1. Are there any railroad crossings? Yes _____ No X

   Name of Railroad _____
   Existing Crossing Protection _____

2. Will existing railroad crossing be altered? _____

   Remarks _____

## VII. ACTION PLAN REQUIREMENTS

During project development for Category 1, 2, and 3 projects, the city or county shall perform and document responsibilities as found indexed in the Oregon Action Plan, particularly Citizen Involvement and Participation; Environmental Aspects; and Public Hearing Requirements.

The OSHD Region Engineer will provide assistance, liaison and monitoring for these activities.

Responsible local office and party to be contacted for the following activities:

1. Citizen Involvement — John F. Crockett, Director-Wash. County Public Works Office
2. Environmental — John F. Crockett, Director-Wash. County Public Works Office
3. Public Hearing — John F. Crockett, Director-Wash. County Public Works Office

Remarks _____

## VIII. GENERAL INFORMATION

1. Project preliminary engineering to be performed by:

   Applicant X State _____ Consultant _____

2. Project construction engineering to be performed by:

Applicant_____ State X Consultant_____

3. Will applicant perform any work prior to or after award of contract?
Yes_____ No X
If "yes," describe briefly: _____

4. Applicant's estimate of cost for requested project:

| | |
|---|---|
| Roadway Work | $ 30,000. |
| Right-of-way costs (if participating) | 3,000. |
| Traffic control | 50,000. |
| Illumination | |
| Structures | |
| Railroad | |
| Other_____ | |
| Preliminary engineering | 7,000. |
| PROJECT TOTAL | $ 90,000. |

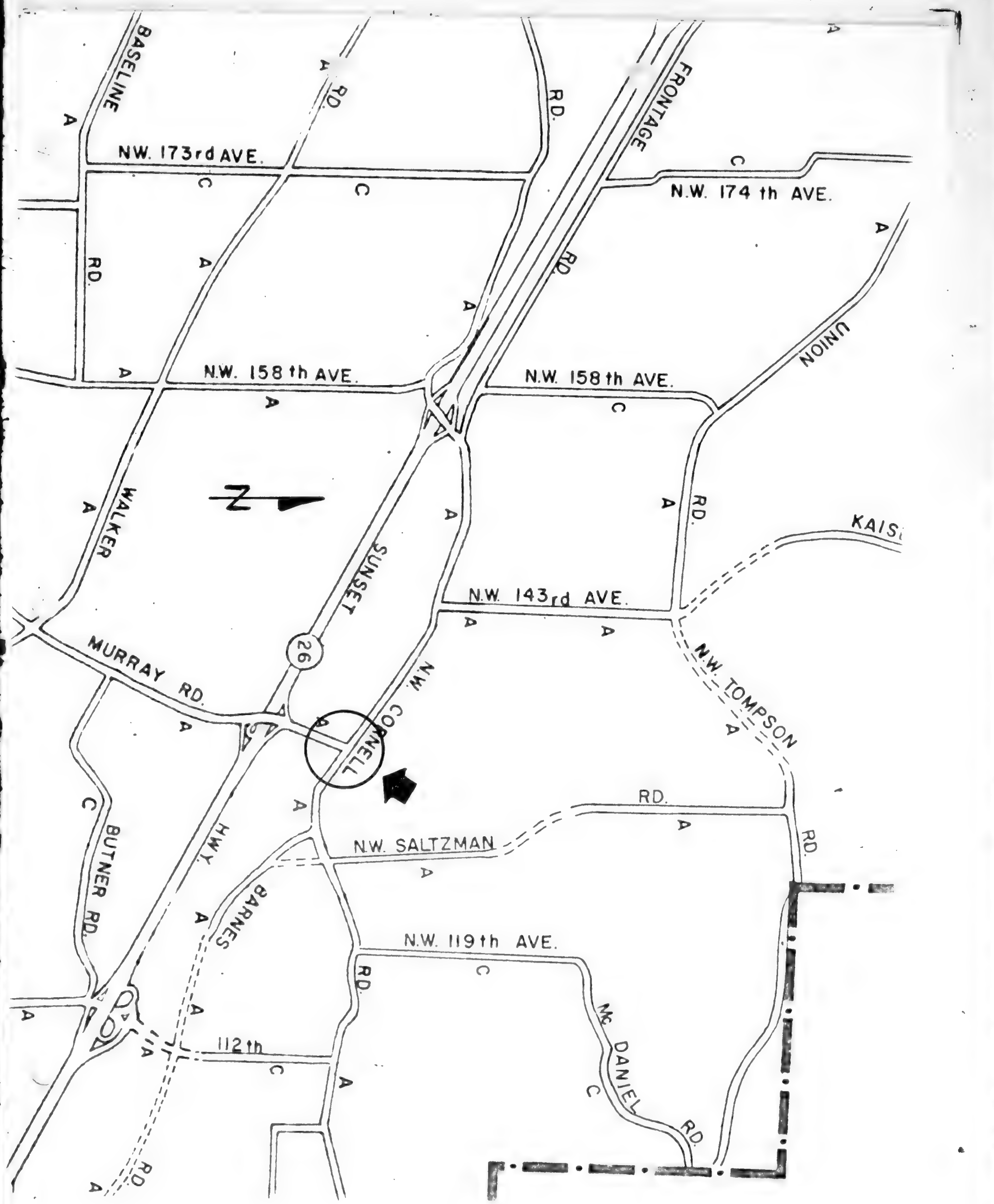
Remarks_____

THIS APPLICATION IS AN OFFICIAL REQUEST FROM:

CITY OF _____ and/or Washington COUNTY

By _____ By Michael A. Bowen for John F. Crockett

By _____ Director of Public Works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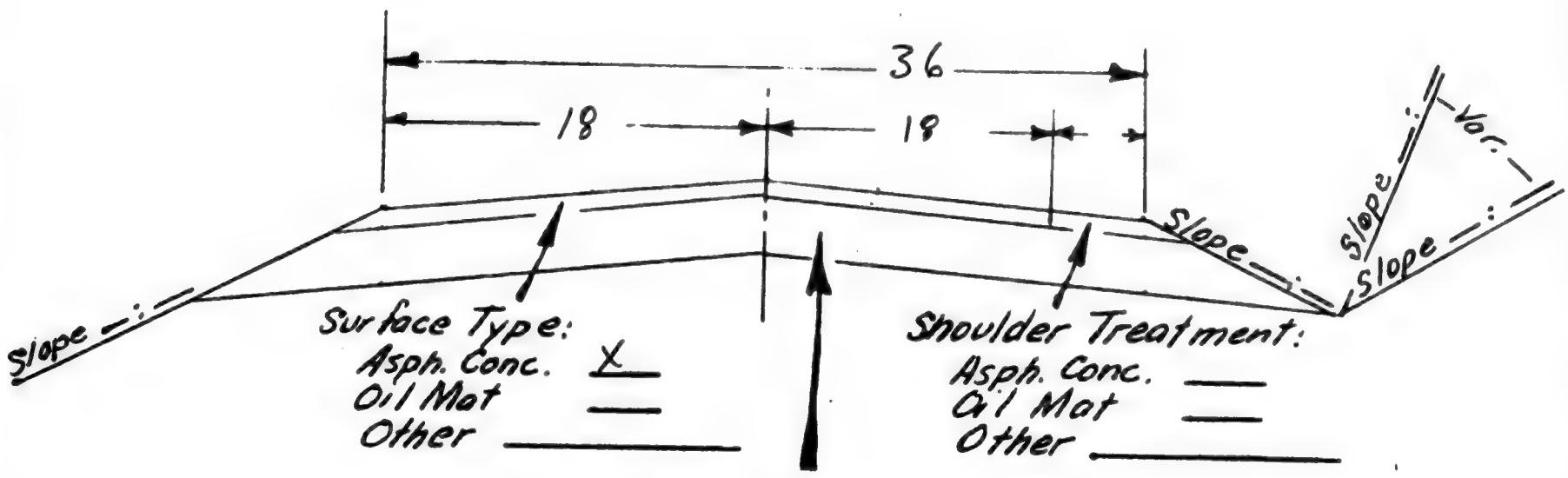
# TYPICAL SECTION

## Existing



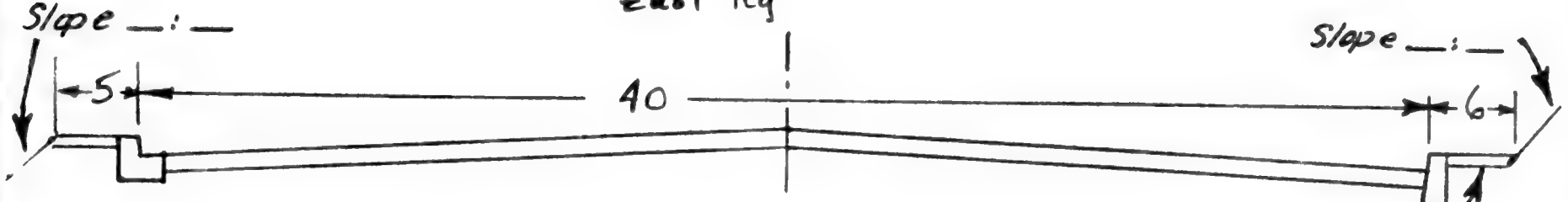

Surface Type:
Asph. Conc. X
Oil Mat ___
Other ___

Shoulder Treatment:
Asph. Conc. ___
Oil Mat ___
Other ___

Type of Base:
Pit or Quarry Run X
Crushed Stone ___
Asph. Treated ___
Cement Treated ___

## Proposed Section

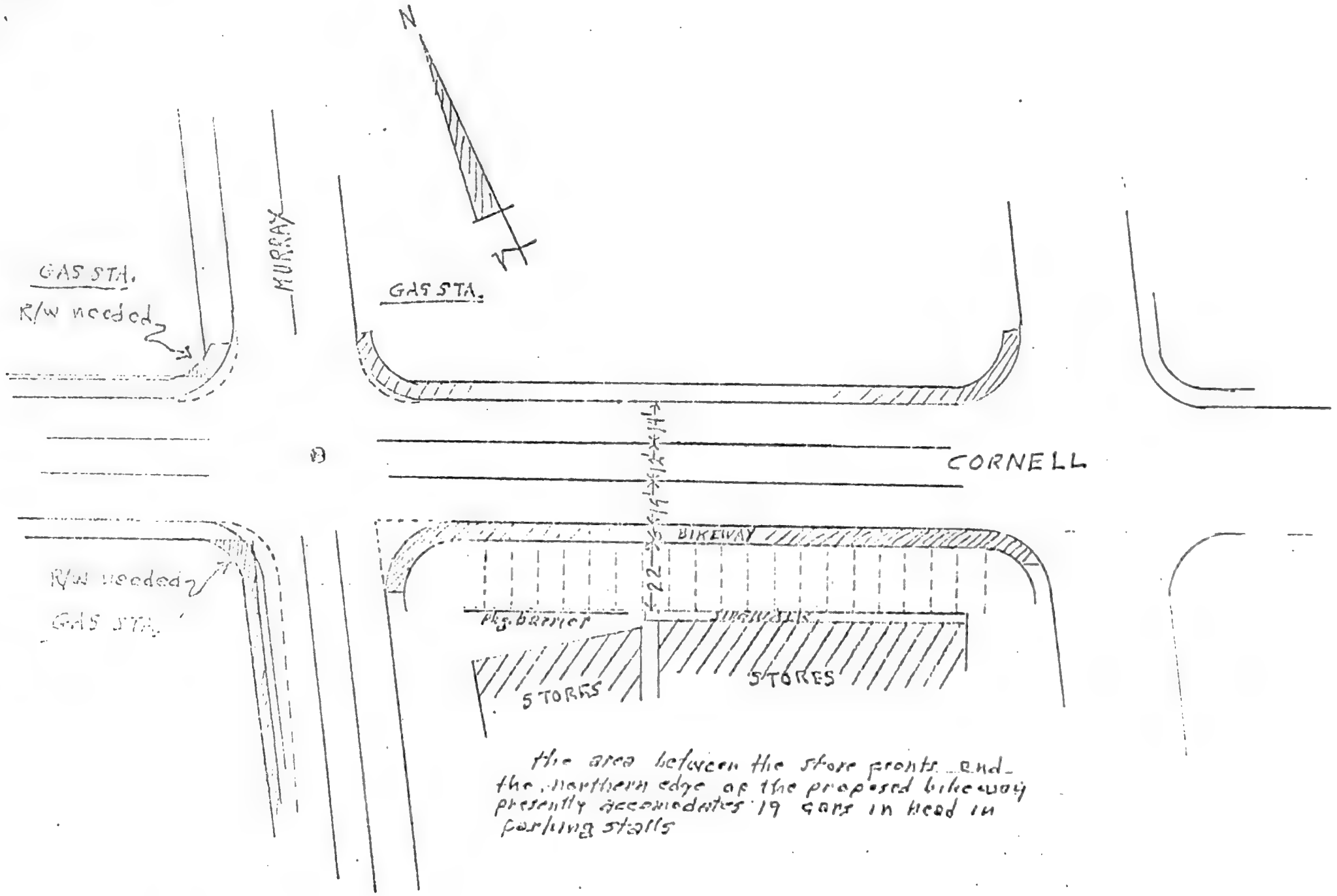
East leg




No. of Lanes 2
Lane Width 12
Shoulder Width ___ or Shy Dist. from Curb 2
Median Width 12
Total Width between Curbs 40

Foot paths:
Asph. Conc. X
Gravel ___

Curbs:
Type "C" X
Curb & Gutter ___
Other ___




the area between the store fronts and the northern edge of the proposed bikeway presently accomodates 19 cars in head in parking stalls

Fig. 1

1" = 50'  -------- existing

1980 S.E. Powell Blvd, Park- 9182
ing Lots Sec., Mt. Hood Hwy.
(grading & paving)

Smead

No. 2-152-5L

[illegible]TINGS, MN - LOS ANGELES
SAN ON - MIDLAND, TX U.S.A.

62-51-1'8L-LE-01

CXR LL98

U.S. GOVERNMENT PRINTING OFFICE: 1974 — 732 - 630

rn cc: OSHD, H. S. Coulter

STATE COPY

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

# FINAL ACCEPTANCE REPORT

| REGION NO. | REPORT NO. | COUNTY | DIVISION |
|---|---|---|---|
| 10 | 2 | Multnomah | Oregon |

| DATE OF REPORT | REPORT MADE BY | PROJECT NO. |
|---|---|---|
| 7/26/82 | T. P. Lowe, Area Engineer | IX-24(24) |

| COMPLETION DATE | ACCEPTANCE DATE BY CONTRACT AGENCY | TIME ELAPSED | CONTRACT TIME |
|---|---|---|---|
| 12/20/80 | 4-13-81 | 148 % | 60 days |

| APPROVED EXTENSIONS | LOCATION |
|---|---|
| None | See below |

*The PR-47, Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds, has been submitted.
*A copy of the State's materials certificate is attached to the Division office copy of this report.
There is compliance with section 1.23 of the Regulations pertaining to encroachments on the right-of-way.

**REMARKS:** *The project has been completed in reasonably close conformity with the approved plans and specifications including authorized changes and extra work.*

SE. POWELL BLVD. PARKING LOTS A & B

MT. HOOD HIGHWAY

Parking Lot Construction

The project provided for two small off-street parking lots which mitigated the removal of parking on Powell Blvd. under a previous project.

The completed work was inspected. It appears to be satisfactory.

The contractor used 89 days, 29 days more than allowed to complete the work. Liquidated damages of $3,190 have been charged.

State personnel advised there were no significant materials problems on this project.

Acceptance of the project is recommended.

RECEIVED
STATE HWY ENGR
AUG 3 '82
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

NOTED
W. E. SCHWARTZ

*NOTE: Not applicable for direct federal projects.

| ACCEPTANCE OF PROJECT IS RECOMMENDED | | ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION | |
|---|---|---|---|
| SIGNATURE: T. P. Lowe | | SIGNATURE: G. K. Hossner | |
| TITLE: Area Engineer | DATE: | TITLE: Field Operations Engineer | DATE: |

FORM FHWA-1446 B (12-73) FORMERLY PR-33E

Previous Editions of PR-33E Will Not Be Used.

Item L.

REPORT OF ACTION UNDER DELEGATED AUTHORITY BY

ASSISTANT STATE HIGHWAY ENGINEER

On behalf of the Commission and under authority delegated to me to accept contracts completed according to specifications, I accepted the following:

| Contractor and Contract No. | Section and County | Acceptance Date |
|---|---|---|
| Cascade Const. Co.,Inc. No. 9164 | Troutdale-Sandy River Br. Multnomah County | April 10, 1981 |
| Morse Bros., Inc. No. 9076 | Grand Ronde-Wallace Bridge Polk County | April 10, 1981 |
| Hamilton Electric, Inc. No. 8849 | SW 20th St. @ SW Court Pl. (Pendleton) Umatilla County | April 13, 1981 |
| Dirt & Aggregate Interchange, Inc. No. 9182 | SE Powell Blvd. Parking Lots "A" & "B" Multnomah County | April 13, 1981 |
| Don Haisch Const., Inc. No. 9093 | Banfield Interchange Multnomah County | April 15, 1981 |
| C. H. Stinson, Inc. No. 9060 | Maupin-Sherman Hwy. Jct. Wasco County | April 15, 1981 |
| Fabricators, Inc. No. 9003 | Black Canyon Cr.-Harper Jct. Malheur County | April 21, 1981 |
| Poe Asphalt Paving, Inc. No. 9117 | Ritter Jct.-Long Creek Grant County | April 28, 1981 |

May 7, 1981

C. T. Keasey
Asst. State Highway Engineer

#1112

April 30, 1981

Fireman's Fund Insurance Co.
Attention: Fidelity & Surety Dept.
121 S.W. Salmon Street, Suite 900
Portland, OR 97204

COS 5
#9182

Gentlemen:

On April 17, 1981, we wrote to you concerning release of final payment on Contract No. 9182 awarded to Dirt & Aggregate Interchange, Inc. for grading and paving on S. W. Powell Boulevard Parking Lots A and B of the Mt. Hood Highway in Multnomah County.

Final payment on this contract is $225.11 and the total contract amount is $51,174.66. No work was performed under force account.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

jas
cc: Dirt & Aggregate Interchange, Inc.
2220 N. W. Burnside Road
Gresham, OR 97030

bc: C. T. Keasey
Walt Hart
E. L. Hardt

ISV-121

26

PROJECT REPORT

SE POWELL BLVD. PARKING LOTS "A" & "B"
MT. HOOD HIGHWAY
MULTNOMAH COUNTY
CONTRACT NO. 9182 PREFIX NO. 26-1011
FAP NO. IX-24(24)

## GENERAL PROGRESS

Construction began September 16, 1980. The Contractor was able to start demolition at Lot "B", but because of legal problems with removing tenants at Lot "A", the Contractor was not able to demolish the building on Lot "A" until September 22, 1980. After backfilling the lots, the Contractor ceased work from October 4, 1980 thru October 20, 1980, to do work at his other jobs. The Contractor returned for a week of work and then left the project again for one week to do other work not related to this project. The project was finally completed on December 12, 1980, 29 days past the time of completion called for in the contract.

## TRAFFIC CONTROL

This is a major traffic/major transit street. The only time traffic control was used was when the Contractor blocked one lane of traffic to demolish the building at Lot "A". There was no problem with traffic during this time.

## CONSTRUCTION PROBLEMS

### Removal of Structures

The plans should have called out the fact that one building (Lot "A") had a basement that would have to be backfilled to subgrade. The plans did say to backfill to subgrade, but did not mention that one building had a basement.

### 1½"-0 Aggregate Base

The base design of 4 inches of aggregate base was too thin. The Contractor had problems with base stability in wet weather. When the Contractor initially placed the rock in dry weather, the base was firm with no problems. However, after a light rain, when the contractor was getting ready to pave, the base was soft and unable to support trucks. The Contractor ended up placing 6 to 8 inches of rock in most of the lots. If this job was done in the summer, 4 inches of rock would have been sufficient, but considering the time of year the contract was scheduled to be built, a 6 inch base would have been more reasonable.

DEFERRED TO
Hager Dorn
Return Discuss Copy Due
BY FINAL DESIGN ENGINEER

Sound Wall Waterproofing

Considering the wet climate of the valley, it would be better to specify a material that is not sensitive to moisture. Because the product specified could not be applied to "green" concrete or on high humidity days, the Contractor was delayed several weeks in applying the waterproofing to the sound wall in Lot "A". A material like Xypex by Xypex Chemicals (Canada)Ltd. actually depends on moisture to cure and would be better suited for this climate.

Parking Lot Illumination

Portland General Electric (PGE) was not informed of the location of the service panel for the lights at Lot "B". When PGE became aware of the project, they were not happy at the location of the service panel pole. PGE wanted the service pole moved, but the job had progressed too far to change the location. I am not sure where the communication gap occurred in notifying PGE of this project.

TIME OVERRUNS

The contractor overran the project completion time of 60 calendar days by 29 days, which amounted to an assessed liquidated damage of $3190.00. The Contractor did not apply for a time extension. The 60 calendar day time limit was sufficient; the Contractor failed to proceed in a timely manner to complete the project.

Brett I. Kesterson

Brett I. Kesterson, P.E.
Resident Engineer
Bureau of Street & Structural Engineering
City of Portland

## STATEMENT OF OVERRUNS AND UNDERRUNS

Project: SE Powell Blvd. Parking Lots "A" & "B" Contract No.: 9182

Highway: Mt. Hood Prefix: 26-1011

County: Multnomah FAP No.: IX-24(24)

| Item No. | Item | Unit | Original | Semi-final | + % |
|---|---|---|---|---|---|
| | SUMMARY | | | | |
| | Bid Items | $ | 53,572.50 | 54,903.30 | +2 |
| | Anticipated items | $ | 0.00 | 0.00 | 0 |
| | Contingencies | $ | 2,410.76 | 240.00 | -90 |
| | Engineering | $ | 5,357.25 | 7,618.72 | +42 |
| | Liquidated damages | $ | | - 3,190.00 | |
| | TOTAL | $ | 61,340.51 | 59,572.02 | -3 |

All substantial changes were evaluated and only those listed below meaningfully affected the total project cost

| | | | | | |
|---|---|---|---|---|---|
| B.I. 5 | 1½"-0 Agg. | C.Y. | 210 | 274.2 | +31 |

Additional rock was needed for soft spots in subgrade.

FORM 734-3001

OREGON STATE HIGHWAY DIVISION

# FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

| | | |
|---|---|---|
| SECTION: SE Powell Blvd. Parking Lots "A" & "B" | | WEEK ENDING: 1-17-81 |
| | | SECTION PREFIX: 26-1011 |
| HIGHWAY: Mt. Hood Highway | | COUNTY: Multnomah |
| NAME OF JOB: SE Powell Parking - Lots "A" & "B" | KIND OF WORK: Grading and Paving | |
| CONTRACTOR: Dirt & Aggregate Interchange | CONTRACT NUMBER: 9182 | FEDERAL AID PROJECT NUMBER: IX-24(24) |
| DATE OF CONTRACT: 9-2-80 | DATE WORK STARTED: 9-16-80 | ESTIMATED COMPLETION DATE: 12-12-80 |
| AVERAGE FORCE ON PROJECT FOR THE WEEK<br>MEN 0 SUPERVISION 0 | SPECIFIED WORK DAYS: N/A<br>SPECIFIED CALENDAR DAYS: 60 | WORK DAYS USED: N/A<br>CALENDAR DAYS USED: 89 |
| PROJECT AUTHORIZATION: $ 61,340.51 | SPECIFIED COMPLETION DATE: N/A | PERCENT OF TIME ELAPSED: 148% |
| EXCLUSIVE OF ENGINEERING: $ 55,983.26 | ENGINEERING AUTHORIZATION: $ 5,357.25 | PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100% |
| ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 51,953.30 | ENGINEERING COST TO DATE: $ 7,618.72 | PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 95% |
| ESTIMATED PERCENT UNDERRUN: 7 % | PERCENT OF AUTHORIZATION: 142 % | DATE PROJECT WAS COMPLETED: 12-12-80 |

## ESTIMATED PERCENT COMPLETE (ROADWORK)

| CLEARING | DRAINAGE | GRADING | BASE | OIL AND/OR PAVE | MAT'L. PROD | Illumination | |
|---|---|---|---|---|---|---|---|
| 100% | 100% | 100% | 100% | 100% | | 100% | |

| | GRADING | SURFACING | MAINTENANCE MATERIALS | OIL & BITUMINOUS MACADAM | PAVING |
|---|---|---|---|---|---|
| MILES IN PROJECT N/A | | | | | |
| MILES PARTIALLY COMPLETED N/A | | | | | |
| MILES COMPLETED N/A | | | | | |
| TOTAL ESTIMATED QUANTITIES (CONTRACT) | | | | | 1235 S.Y. |
| TOTAL QUANTITIES CORRECTED TO DATE | | | | | 1235 S.Y. |
| ESTIMATED QUANTITIES MOVED OR PLACED TO DATE | | | | | 1235 S.Y. |
| AVERAGE DAILY QUANTITIES | | | | | |
| AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME | | | | | |
| NUMBER OF SHIFTS PER DAY Total 1 | | | | | |
| HOURS PER SHIFT 8 | | | | | |

EQUIPMENT USED DURING THE WEEK.

## ESTIMATED PERCENT COMPLETE (STRUCTURES)

| BRIDGE NO | | | | | | |
|---|---|---|---|---|---|---|
| PERCENT | | | | | | |

| | WEATHER | WORK DAYS CHARGED | HOURS DELAY | CAUSE OF DELAY |
|---|---|---|---|---|
| SUNDAY 11 | | 0 | | |
| MONDAY 12 | Clear | 0 | | |
| TUESDAY 13 | Clear | 0 | | |
| WEDNESDAY 14 | Clear | 0 | | |
| THURSDAY 15 | Clear | 0 | | |
| FRIDAY 16 | Pt. Cloudy | 0 | | |
| SATURDAY 17 | | 0 | | |

RECEIVED
JAN 21 1981
CONSTRUCTION BRANCH

Richards
Berg
Inness
Widmer
Gebert
Church

| GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK | |
|---|---|
| SUNDAY 11 | No activity |
| MONDAY 12 | No activity |
| TUESDAY 13 | No activity |
| WEDNESDAY 14 | No activity |
| THURSDAY 15 | No activity |
| FRIDAY 16 | No activity |
| SATURDAY 17 | No activity |

**REMARKS**

Issued 3rd notification on 1-14-81.

SIGNED Brett I. Kesterson LOCATION City of Portland
Brett I. Kesterson, Resident Engr.

PRIME RESIDENT SUBMIT 2 COPIES WHEN BRIDGES AND GRADING BOTH ARE INVOLVED SUBMIT 3 COPIES

OMB No. 04-R2089

| TO BE COMPLETED BY FHWA<br>MONTHLY TRANSACTION NO.<br>10-94 | U. S. DEPARTMENT OF TRANSPORTATION<br>FEDERAL HIGHWAY ADMINISTRATION<br><br>**FEDERAL-AID PROJECT AGREEMENT**<br>10-10-80 | State: Oregon<br>County: Multnomah<br>Project No.: IX-24(24) |
|---|---|---|

**The State, through its Highway Agency,** having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI: Powell Blvd. Parking Lots "A" and "B"

| PROJECT CLASSIFICATION OR PHASE OF WORK | EFFECTIVE DATE OF AUTHORIZATION | APPROXIMATE LENGTH *(Miles)* |
|---|---|---|
| HIGHWAY PLANNING AND RESEARCH (HP & R) | | |
| PRELIMINARY ENGINEERING | | |
| RIGHTS-OF-WAY | | |
| CONSTRUCTION | 7-30-80 | 0.00 |
| OTHER *(Specify)* | | |

FUNDS: Pro Rata 85%

| ESTIMATED TOTAL COST OF PROJECT | FEDERAL FUNDS |
|---|---|
| $ 100,000.00 | $ 85,000.00 |

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

Oregon State Highway Division
*(Official name of Highway Agency)*

By [signature]
Assistant State Highway Engineer
*(Title)*

By xx For: H. S. Coulter
State Highway Engineer
*(Title)*

By _____
*(Title)*

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By _____
*(Division Administrator)*
For: G. L. Green

Date executed by Division Administrator _____

Form PR-2 (Rev. 10-75) PREVIOUS EDITIONS ARE OBSOLETE

# AGREEMENT PROVISIONS

**1. RESPONSIBILITY FOR WORK**

a. Except for projects constructed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

b. With regard to projects performed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in accordance with the terms of its approved Certification, or exceptions thereto as may have been approved by the Federal Highway Administration.

**2. HIGHWAY PLANNING AND RESEARCH (HP&R) PROJECT.** The State highway agency will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

**3. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY.** In the event that actual construction of a road on this right-of-way is not undertaken by the close of the tenth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

**4. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES.** In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

**5. INTERSTATE SYSTEM PROJECT.** (a) The State highway agency will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway agency will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway agency will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

**6. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT.** (a) This project authorized pursuant to 23 U.S.C. 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway agency, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 U.S.C. 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

**7. STAGE CONSTRUCTION.** The State highway agency agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHTO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation..

**8. BOND ISSUE PROJECT.** Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 U.S.C. 122, for retiring maturities of the principal indebtedness of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by 23 CFR Part 140, Subpart F, and Volume 1, Chapter 4, Section 8 of the Federal-Aid Highway Program Manual or the alternative State procedure set forth in the State's Certificate, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway agency for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

**9. SPECIAL HIGHWAY PLANNING AND RESEARCH PROJECT.** The State Highway agency hereby authorizes the Federal Highway Administration to charge the State's pro rata share of costs incurred against funds apportioned to the State under 23 U.S.C. 307 (c), as amended. In the event a project is financed with both Federal-aid funds and State matching funds, the State agrees to advance to The Federal Highway Administration the State matching funds for its share of the estimated cost. For a National Pooled Fund study, the State hereby assigns its responsibility for the work to the Federal Highway Administration. For an Intra-Regional Cooperative Study, the State hereby assigns its responsibility for the work to the lead State for the study.

**10. PARKING REGULATION AND TRAFFIC CONTROL.** The State highway agency will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the local unit of Government referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration, unless the State determines, and the Division Administrator concurs, that the local unit of Government is a functioning traffic engineering unit with the demonstrated ability to apply and maintain sound traffic operations and control.

Oregon State Highway Division
Salem, Oregon, October 6, 1980

Federal Aid Project
No. IX-24(24)

S.E. Powell Blvd. Parking Lots "A" & "B"
Mt. Hood Highway in Multnomah County

Project agreement estimate.

Type Code 6201
Offstreet Replacement Parking Facilities

| | | | |
|---|---|---|---|
| Mobilization | All Required | | $ 5,000.00 |
| Temporary Protection and Direction of Traffic | All Required | | 3,000.00 |
| Removal of Structures and Obstructions | All Required | | 7,200.00 |
| General Excavation | 340 Cu.Yd. | $ 7.50 | 2,550.00 |
| 1-1/2"-0 Aggregate Base | 210 Cu.Yd. | 20.00 | 4,200.00 |
| Class "C" Asphalt Concrete, 2 Inches Thick | 1,195 Sq.Yd. | 5.50 | 6,572.50 |
| 8-inch Sewer Pipe | 30 Lin.Ft. | 30.00 | 900.00 |
| Guard Rail, Type 1A | 44 Lin.Ft. | 25.00 | 1,100.00 |
| Rail End Pieces, Type B | 2 Each | 100.00 | 200.00 |
| Concrete Inlets, Type Special | 2 Each | 425.00 | 850.00 |
| Concrete Sumps | 2 Each | 3,000.00 | 6,000.00 |
| Concrete Walks | 22 Sq.Yd. | 30.00 | 660.00 |
| Concrete Driveways | 37 Sq.Yd. | 40.00 | 1,480.00 |
| Extruded Concrete Curbs | 370 Lin.Ft. | 3.00 | 1,110.00 |
| Striping, Marking and Painting | All Required | | 200.00 |
| Sound Wall | All Required | | 5,000.00 |
| Parking Lot Illumination Installation, Complete | All Required | | 7,550.00 |
| | Subtotal | | $53,572.50 |
| | Engineering | | 7,767.50 |
| | Total | | $61,340.00 |

Length of Project . . . . . 0.0 Mile

SUMMARY OF FUNDS (85%)

| Description | Total Cost | Federal Funds | City Funds |
|---|---|---|---|
| Offstreet Replacement Parking Facilities | $ 61,340.00 | $ 52,139.00 | $ 9,201.00 |
| Reserve | 38,660.00 | 32,861.00 | 5,799.00 |
| Total | $100,000.00 | $ 85,000.00 | $15,000.00 |

Group 1 100%
Contract No. 9182
Prefix No. 26-1011
PE Only 26-1921

U. S. DEPARTMENT OF TRANSPORTATI[O]N FEDERAL HIGHWAY ADMINISTRATION

# LETTER OF APPROVAL AND/OR AUTHORIZATION

FE[D]RAL AID PROJECT NO.
-24(24)

STATE PROJECT NO.
See below

FROM:
G. L. Green, Division Administrator
Salem, Oregon

PROGRAM NO.

COUNTY NAME
Multnomah

ITEM NO.
71108

PROGRAM STAGE (Check)
☐ 1. ☐ 2.

TO:

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

RECEIVED
STATE HWY ENGR
AUG 1 '80
REFER TO
Maehring
FOR
Info | Approves | R/D | C/R | Sign | Ltr | File

8-1-gwg

| DATE PS&E APPROVED | DATE AUTHORIZATION EFFECTIVE | FEDERAL ROUTE NUMBER | STATE ROUTE NUMBER |
|---|---|---|---|
| 7-17-80 | 7-30-80 | Primary 24 | Primary 26 |

GENERAL LOCATION:
S. E. Powell Blvd. Parking Lots "A" and "B"

GENERAL DESCRIPTION OF WORK:
Offstreet replacement parking facilities.

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☐ PREPARATION
☐ OTHER (Specify)

☐ ACQUISITION OF RIGHT-OF-WAY
CONSTRUCTION - ADVERTISE FOR RECEIPT
☒ OF BIDS
☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

Mr. Swan's 7-28-80 request and certifying statements are accepted.

PS&E documents for the subject project have been reviewed and are approved at a total estimated cost of $100,000 - Federal Funds $85,000.

A signed copy of the Title Sheet is returned herewith.

| DATE | SIGNATURE OF APPROVING OFFICIAL | TITLE |
|---|---|---|
| 7-30-80 | G. K. Hansen | for Division Administrator |

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-66) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1975 O-611-955

26

# ENVIRONMENTAL REVIEW CHECKLIST

ALL CLEAR 7/22/80
Donald L. Root

August 21, 1980 Bid Letting _____ All Clear Deadline

SECTION Powell Blvd Parking Lots "A" & "B"
Highway Mt. Hood
County Multnomah Region 1
Type of Work G-P-Parking Lots Funds FAI-X
State ___ Consultant ___ Plans Avail. ___Yes ___No

| | Not Required | Required | Mitigation Required | Mitigation/Plans | ALL CLEAR |
|---|---|---|---|---|---|
| **DOCUMENTS:** | | | | | |
| EIS | X | | | | |
| Negative Declaration | X | | | | |
| Project Assessment | | X | | | |
| Write-off Letter | X | | | | |
| **PERMITS:** | | | | | |
| Division of State Lands | X | | | | |
| D.O.G.M.I. | X | | | | |
| Corps of Engineers | X | | | | |
| Coast Guard | X | | | | |
| Co. Conditional Use | X | | | | |
| NPS Air Pollution | X | | | | |
| NPS Water Pollution | X | | | | |
| **CULTURAL:** | | | | | |
| Cultural Survey | | | | | X |
| Cultural Salvage | X | | | | |
| **NOISE:** | | | | | |
| Noise Study | | | | | Meets Noise Standards |

U. S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

# LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO.: 24(4)

STATE PROJECT NO.: See below

FROM:
G. L. Green, Division Administrator
Salem, Oregon

PROGRAM NO.:

ITEM NO.: 71108

COUNTY NAME: Multnomah

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

TO:

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

RECEIVED
STATE HWY ENGR
JUL 24 '80
REFER TO
FOR
Info | Inves | R/D | Dy/R | Sign | Att | File

11-24 and 9

| DATE PS&E APPROVED | DATE AUTHORIZATION EFFECTIVE | FEDERAL ROUTE NUMBER | STATE ROUTE NUMBER |
|---|---|---|---|
| 7-17-80 | 7-17-80 | Primary 24 | Primary 26 |

GENERAL LOCATION:
Powell Blvd. - Parking Lots "A" and "B"

GENERAL DESCRIPTION OF WORK:
Grade, Pave and incidental work

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY

☐ PRELIMINARY ENGINEERING FOR SURVEY AND PLAN PREPARATION

☒ OTHER (Specify) See below

☐ ACQUISITION OF RIGHT-OF-WAY

☐ CONSTRUCTION - ADVERTISE FOR RECEIPT OF BIDS

☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

As requested by Mr. Swan's letter of 5-21-80 you are now authorized to proceed with necessary actions to advance the physical construction of the subject project at a TEC of $100,000 - Federal funds $85,000. (Advice dated 7-16-80).

Increases in the amount authorized hereon are subject to the availability of funds as determined by obligation ceilings, appropriations and Urban Mass Transportation Administration releases.

| DATE | SIGNATURE OF APPROVING OFFICIAL | TITLE |
|---|---|---|
| 7-17-80 | G. K. Hansen | for Division Administrator |

FORM PR-1240 (REV. 6-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U. S. GOVERNMENT PRINTING OFFICE: 1975-531-855

U. S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

# LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO.
TX-24(7)

STATE PROJECT NO.
See below

FROM:
G. L. Green, Division Administrator
Salem, Oregon

PROGRAM NO.

ITEM NO.
71108-2

COUNTY NAME
Multnomah

PROGRAM STAGE (Check)
☐ 1. ☐ 2.

TO:

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

RECEIVED
STATE HWY ENG
JUN 5 '80
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

6/5 Orig

| DATE PS&E APPROVED | DATE AUTHORIZATION EFFECTIVE | FEDERAL ROUTE NUMBER | STATE ROUTE NUMBER |
|---|---|---|---|
| | 5-18-80 | Primary 24 | Primary 26 |

GENERAL LOCATION:

Ross Island Bridge - SE 52nd Ave. Section

GENERAL DESCRIPTION OF WORK:

Right of Way

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☐ PREPARATION

☐ OTHER (Specify)

☒ ACQUISITION OF RIGHT-OF-WAY
CONSTRUCTION - ADVERTISE FOR RECEIPT
☐ OF BIDS

☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS
As requested in Mr. Rod Henry's letter of 5-15-80 and Mr. Swan's letter of 5-18-80 you are now authorized to proceed under the provisions of FHPM 7-2-4, par. 9, with the employment of Special Counsel for File 50582-Gaunce at the specified rate of $65 per hour for attorney time and $25 per hour for legal assistance provided Title VI and VII of the Civil Rights Act of 1964 are complied with. The conditions set forth in Right of Way Manager J. B. Boyd's August 8, 1979 apply to this authorization.
Billings from special counsel are to identify by project number, file, date of activity, hours worked and activity involved. Billings for filing fees, court costs, witness fees, and similar expenses to be identified and certified as true copies. State to audit the account upon final billing. Special counsel to retain all records for three years with all records subject and available to FHWA and State audit.

| DATE | SIGNATURE OF APPROVING OFFICIAL | TITLE |
|---|---|---|
| 5-18-80 | G. K. Hansen | for Division Administrator |

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U. S. GOVERNMENT PRINTING OFFICE: 1975 631 858

May 18, 1980

PRO 6

TO G. L. Green, Division Administrator
Federal Highway Administration

FROM D. E. Swan
Operation Programming Engineer

SUBJECT Project No. IX-24(7)
Ross Island Br.-S. E. 52nd Ave. Section
Special Counsel for Procurement of Right-of-Way (Parking Lots)
Multnomah County

Approval for the use of special counsel by the City of Portland on the subject project as requested in Mr. Henry's letter of May 15, 1980, will not require an additonal obligation in total cost or federal funds for the project as currently under project agreement.

CL:sr

cc: R. Henry

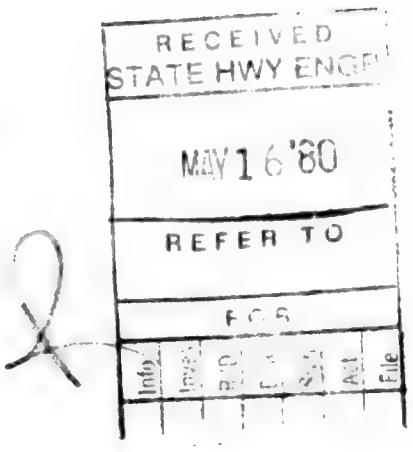
ROW 12

VICTOR ATIYEH
GOVERNOR

# *Oregon State Highway Division*

TRANSPORTATION BUILDING, SALEM, OREGON 97310

May 15, 1980




TO: G. L. Green, Administrator
Federal Highway Administration

FROM: Rod Henry, Assistant
Right of Way Manager

SUBJECT: Use of Special Counsel for
Procurement of Right of Way
through Condemnation
Ross Island Bridge-SE 52nd Ave.
(Parking Lots)
Oregon Project #IX-24(7)

On August 10, 1979 you authorized the use of special counsel for the City of Portland to assist in the procurement of right of way through condemnation on four projects:

1. Oreg. Project IX-9809, Highway 1E Union Ave.

2. Oreg. Project IX-9699(2), Highway 726-SE 39th & Stark.

3. Oreg. Project IX-9623(1), Highway 726-NE-33rd & Broadway.

4. Oreg. Project M9793(2), Highway 726-SE Holgate Blvd.

The City of Portland would now like to add an additional project to this authorization. On Oregon Project #IX-24(7) (parking lots) there is one remaining file that will require condemnation (file 50582-Gaunce). The estimated cost of this parcel including legal expenses will be $40,000. Right of way for this project was previously authorized.

Would you please give us your approval to proceed with the use of special counsel on this project. The use of a special counsel on this project will be under the conditions set forth in Mr. Boyd's letter of August 8, 1979. A copy of the City's request is attached.

RJH:mk
Attachments

bcc: F. B. Klaboe
H. S. Coulter
E. S. Hunter
D. H. Moehring
V. E. Skoog
R. N. Bothman
Jack Sollis
L. C. Grothaus
F. C. Lowe

U. S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

# LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO.
Y-F-24(4)

STATE PROJECT NO.
See Below

FROM:
G. L. Green, Division Administrator
FHWA - Oregon Division

PROGRAM NO.

ITEM NO.
71108

COUNTY NAME
Multnomah

PROGRAM STAGE (Check)
☐ 1. ☐ 2.

TO:

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

RECEIVED
STATE HWY ENGR
APR 30 '80
REFER TO
Mechanics
FOR
Info | Appr | Sig | File | Ret | Call | Note

4/30 sig

| DATE PS&E APPROVED | DATE AUTHORIZATION EFFECTIVE | FEDERAL ROUTE NUMBER | STATE ROUTE NUMBER |
|---|---|---|---|
| | 4/15/80 | Primary 24 | Primary 26 |

GENERAL LOCATION:

Ross Island Bridge - SE 52nd Avenue (Portland)

GENERAL DESCRIPTION OF WORK:

Program Change

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY

PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☐ PREPARATION

☒ OTHER (Specify) Program Change
See Below

☐ ACQUISITION OF RIGHT-OF-WAY

CONSTRUCTION - ADVERTISE FOR RECEIPT
☐ OF BIDS

☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Swan's letters of 2/25/80 and 3/31/80 I approve the revised Preliminary Engineering costs to a TEC of $209,350 with Federal participation limited to $179,622.

(Increase TEC $34,350 - F.F. $29,472 advise dated 4/15/80)

| DATE | SIGNATURE OF APPROVING OFFICIAL | TITLE |
|---|---|---|
| 4/22/80 | G. K. Hansen | for Division Administrator |

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1975 631-055

Form FHWA 121 (6/79)

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

THE OREGON DIVISION - SALEM
UNITED STATES GOVERNMENT

# memorandum

Subject: Oregon Project IX-24(4)
Ross Island Bridge - 52nd Ave Section
Powell Blvd, Multnomah County
(Mr. Swan's ltr, 2-25-80)

Date: March 7, 1980

From: G. L. Green, Division Administrator

Reply to Attn. of: HFO.6-OR

To: Mr. H. S. Coulter, State Highway Engineer

Mr. Swan requested a $34,350 increase in preliminary engineering authorization for this project. Mr. Terpin's February 21 support letter indicated the initial estimate was low and the current estimate was within experienced percentage band. No reference was made to current activity or reason for the increase.

A review of our files shows the initial $60,000 PE was authorized in February 1977, based on a total estimate of $130,000. In July 1978, PE was increased to $175,000. Based on our knowledge of the project we were aware of soundproofing needs on two public buildings and the need for two off-street parking lots that had been identified during initial PE work. Those added elements supported an increase and were not anticipated when the initial estimate was made.

The major construction work started in January 1979 and is now virtually complete. The soundproofing has been completed for some time. The project assessment for the off-street parking was processed in September 1979 and PE work should be nearly complete.

A review of significant increases now being estimated shows basically all of the increase is expected in Final Design, Bridge Design, Signing, and Specifications. I am having difficulty relating those activities to work remaining on the project. A brief description of projected activities and project status would be most helpful in processing your request.

for G. L. Green

RECEIVED
STATE HWY ENG
MAR 12 '80
REFER TO
FOR
Info
File

Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

# *Memorandum*

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
The Oregon Division - Salem

SUBJECT: Project Assessment
Oregon Project IX-24(4)
Parking Lots "A" and "B"
Multnomah County

DATE: September 5, 1979

In reply refer to: HFO.6-OR

FROM : G. L. Green, Division Administrator

TO : Mr. G. A. Potter, Manager, Environmental Section, ODOT

The subject project assessment submitted with your August 3, 1979 letter has been reviewed.

We concur with your finding that the proposed project constitutes a non-major action.

The proposed standards, design and other specific details contained in the assessment will be subject to future reviews at the appropriate stage during the project development.

P. V. Reidel
for G. L. Green

cc:
ODOT (Mgr, Proj Mgmt)
OSHD (Reg 1/Metro, Env)

Environmental Section
September 6, 1979

cc: D. H. Moehring
J. B. Boyd (3)
L. E. George
W. J. Hart
C. T. Keasey
J. H. Versteeg (4)
F. E. Terpin (3)
George Bell
Surfacing Design
R. N. Bothman
E. L. Hardt
Maury Payne
Clarence Eshelman
Jef Kaiser
B. L. Gifford
Don Keyes (8)

VICTOR ATIYEH
GOVERNOR

*Department of Transportation*
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:

August 3, 1979

NOTED
E. S. HUNTER

Mr. Glen L. Green
Division Administrator
Federal Highway Administration
The Equitable Center, Suite 100
530 Center Street, N.E.
Salem, Oregon 97301

RE: Project Assessment
Parking Lots "A" and "B"
Powell Blvd. (US 26)
Multnomah County
IX-24(4)

Dear Mr. Green:

Attached is an environmental assessment for the subject project. It is our opinion that the project is appropriately classified as Category 3, Non-Major. Your concurrence is requested.

Sincerely,

Gary A. Potter
Manager
Environmental Section

GAP:lb

Attachments (3)

RECEIVED
TECHNICAL SERVICES
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FOR
Info | Invest | R/D | D/R | Sign | Act | File

Form 734-3122

OREGON STATE HIGHWAY DIVISION
PROJECT ASSESSMENT

IX-24(4)

PART 1. GENERAL INFORMATION

A. Project Identification:

Date August 3, 1979

Section Parking Lots "A" and "B" — Unit (if appl)

County Multnomah — City Portland

Highway Powell Blvd. (US 26) — State Hwy. No.

Termini: M.P.(if appl) — Length n/a

Region I/Metro — Construction Estimate approx. $100,000 e(4)
Program Amount

B. Purpose of Project: To provide off-street parking as a partial mitigation for the loss of on-street parking under the Powell Blvd. Improvement Project, Phase I.

C. Origin & History of Project: Recent Improvements to Powell Blvd. between the Ross Island Bridge and 52nd Ave. have resulted in the removal of on-street parking. The impacts of this parking loss are addressed in the Negative Declaration for Phase I of the Powell Blvd. Improvement. The most significant impact, however, is to the businesses who were dependent upon on-street parking for their clientele. This project is intended to partially mitigate this impact.

D. General Description of Project: Provide a six-space parking lot at site "A" and a 16-space lot at site "B" (see Figure 1). Both lots would be paved and sump drainage provided. Both lots would also have reserved parking for the handicapped.

Alignment: New N/A Existing N/A Combined N/A

Typical Section: Existing: No. Lanes____; Med.____; Shldrs.____; Parking____

Proposed: No. Lanes____; Med.____; Shldrs.____; Parking____

Traffic: Existing Facility: Existing ADT____; Projected ADT____; Yr.____

Existing Level of Service____

Proposed Facility: Projected ADT____; Yr.____

Projected Level of Service____

Right of Way: Additional anticipated Yes (Yes, No); if yes, give approx. No. Parcels 2

Acres 0.3; Type of Relocation Req. 1 unoccupied residential unit and 1 unoccupied commercial unit.

Materials Source, Borrow, Waste Disposal Requirements, if any:

Type of Structure(s):

A possible 50-foot long block wall at site "A".

Brief Description of River or Stream and Type of Involvement, if any:

No involvement.

Local City, County or COG priorities of project:

None identified.

FHWA and/or OSHD approvals given, if any:

None.

Location or Design Alternatives (identify and describe):

No-Build.

Other Descriptive Information or Comments:

(Attach project sketch map.)

PART II. ENVIRONMENTAL ASSESSMENT

A. Brief Environmental Setting of Project Area:

1. Natural:

The area is entirely developed and heavily urbanized.

2. Cultural: Site "A" is among a contiguous row of several old and poorly maintained store/living units (storefront on the first floor and living space on the second). The units are immediately adjacent to Powell Blvd., a heavily used urban arterial. Behind this commercial frontage along Powell are single family residences.

Site "B" is an unoccupied,single story,Victorian style house fronting Powell Blvd. amongst a general pattern of commercial strip use. The structure is in a poorly maintained condition.

Both structures (site "A" and "B") are under condemnation proceedings.

B. Preliminary Assessment of Environmental Impacts:

1. Consequences and Significance of Right-of-Way Acquisition:

Remove two unoccupied structures which are presently used for storage.

2. Estimated Impact on Traffic Patterns:

Customers who presently use residential side streets for parking would be encouraged to use the proposed parking lots.

Consequences--Air Quality, Noise, Safety, etc.:

Reduced parking and traffic on residential streets.

3. Estimated Impact on Land Use:

Conversion of 0.2 of an acre of residential use land and 0.07 of an acre of commercial use land to a parking lot.

Consequences:

Improved conditions for remaining commercial uses in the immediate project vicinity.

4. Expected Impact on Natural Ecological Resources:

No impacts expected.

Consequences:

5. Expected Impact on Cultural and Scenic Resources:

A new Cultural Survey will be prepared.

Consequences:

6. Preliminary Identification of Areas of Critical Concern:
   Impact to receptor behind site "A".

7. Potential for Controversial Issues:
   None identified.

8. Potential for Consistency of Proposal With:

   a. Clean Air Implementation Plans
      No significant effect. An Indirect Source Permit is not required.

   b. Noise Standards
      An increase in noise may occur for the residence behind site "A" after the commercial structure is removed.

   c. Water Quality Standards
      No change.

   d. Area Land Use and Transportation Plans, and Zoning
      Consistent with the City of Portland's improvement plan for the Powell Blvd. corridor.

---

C. Recommended Type of Action and Documentation:

----------MAJOR ACTION---------- ----NON-MAJOR ACTION-----

| SIGNIFICANT: | NON-SIGNIFICANT: | |
|---|---|---|
| ____ D & FEIS | ____ D & F Neg.Dec. | __X__ ASSESSMENT ONLY |
| ____ Section 4(f) | ____ Section 4(f) | ____ STATEWIDE ASSESSMENT |

Basis for Type of Action and Documentation:
The project is a minor action with no significant adverse impacts to the environment.

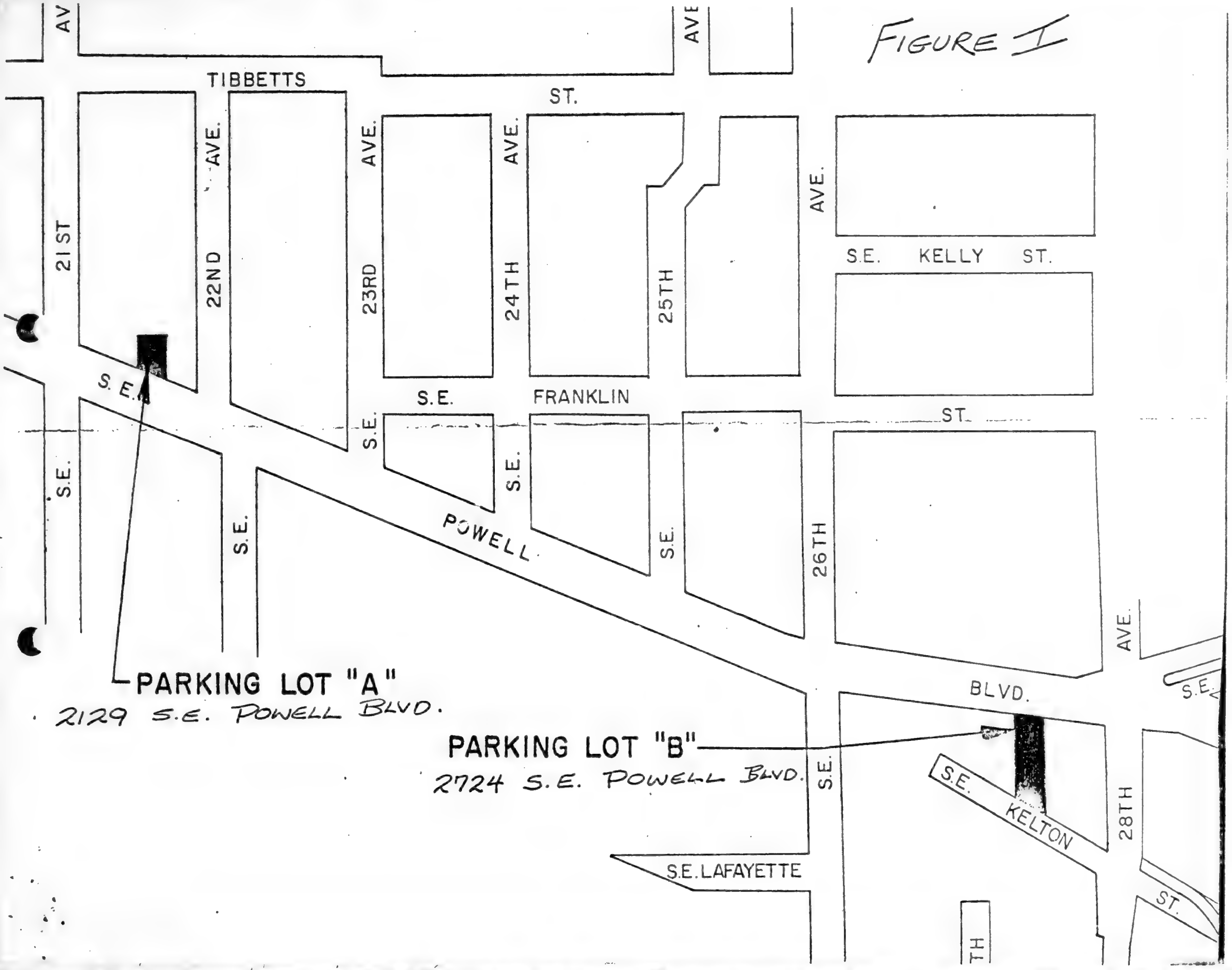
---

D. Recommended Project Category: ____ 1 ____ 2 __X__ 3 ____ 4

Prepared by _____

Form (1)10-75

FIGURE I




PARKING LOT "A"
2129 S.E. POWELL BLVD.

PARKING LOT "B"
2724 S.E. POWELL BLVD.

# Department of Transportation

METROPOLITAN BRANCH
5821 N.E. GLISAN, PORTLAND, OREGON 97213
Telephone 238-8226

April 3, 1979

John Lang, Bureau Chief
Bureau of Street & Structural Engineering
400 Southwest Sixth Avenue
Portland, OR 97204

Subject: Powell Boulevard Phase 1 Parking Lots - Local Match

I apologize for the delay in responding to your letter of January 16 on the subject of providing local match from State Highway Funds for the Powell Boulevard Phase 1 parking lots.

The intent of the project from the beginning was to utilize Portland funds, as opposed to State Highway Funds, to provide local match for these parking lots. That understanding is reflected in the agreement which was approved by the City and the State earlier this year. There apparently has been a change in the thinking at the City staff level.

I did refer the question to the Director who chose to discuss the question with the Commission because of its policy which states: "No Highway Trust Funds shall be used in construction of park and ride stations or any other function not directly related to or benefiting highway users."

The Transportation Commission did reach the conclusion that we should not use State Highway Funds as e(4) match for Powell Boulevard phase 1 parking lots.

The discussion with the Commission considered the fact that highways and major arterials are provided to move traffic and that parking along such facilities is a privilege, when it can be accommodated, and not a right. The Commission determined that it is appropriate to eliminate parking in order to accomplish the movement of traffic and that this elimination is done frequently throughout the state by both cities and the State, depending upon jurisdictional responsibilities, without providing alternate parking.

The Commission feels that off-street parking for adjacent businesses and/or residences bears a more remote relationship to the highway user than would a park and ride station and falls in the category of other functions indirectly related to or benefiting highway users.

R. N. Bothman
Metropolitan Administrator

cc: F. B. Klaboe, H. S. Coulter

RNB:ke

RECEIVED
DOT DIRECTOR
APR 4 '79
REFER TO
FOR

| Info | Invest | R/D | D/R | Sign | Act | File |
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| | | | | | | |

Form 734-5122

R. N. Bothman, Administrator
Metropolitan Branch

March 28, 1979

L. W. Rulien, Assistant Director
Policy and Program Development

Off Street Parking Lot
Powell Blvd. Project

Your letter of February 7 indicates that the city is requesting the utilization of State matching funds for acquisition of an off street parking lot in connection with the improvement project on Powell Blvd. Your letter also requests some policy guidelines concerning the provisions of replacement parking on highway projects.

The subject was discussed with the Transportation Commission on April 27 with the conculsion that we should not use State Highway funds as e(4) match for the parking lot. In other words the agreement that we have with the city should stand as is.

The discussion considered the fact that highways and major arterials generally are provided to move traffic, that parking along such facilities is a privilege when it can be accommodated and not a right, and that it is appropriate from time to time to eliminate parking in order to accomplish the movement of traffic, and that this elimination is done with some frequency throughout the State by both cities and State depending on jurisdictional responsibilities without providing alternate parking.

Another point of the discussion was the Commission's resolve of February 22, 1978, stating, "No Highway Trust funds shall be used in construction of park and ride stations or any other function indirectly related to or benefiting highway users". It is felt that the provision of an off street parking lot for adjacent business and/or residences bears a more remote relationship to the highway user than would a park and ride station.

Please advise the city accordingly.

LWR:jh
cc: F. B. Klaboe
H. S. Coulter
E. S. Hunter

STATE OF OREGON

INTEROFFICE MEMO

ODOT METRO — DEPT.

238-8226 — TELEPHONE

TO: F. B. Klaboe
Director

DATE: February 7, 1979

FROM: R. N. Bothman
Administrator

SUBJECT: Parking Construction Policy

Late in 1978 I prepared the attached discussion for the Commission relative to providing parking on urban boulevard projects. The policy is required because of the development of the boulevard concept which removes on-street parking. The three types of replacement parking are addressed in the discussion paper.

Last year the need for the policy was not immediate. The replacement parking for the Powell Boulevard project now under construction consisted of providing diagonal parking on adjacent streets funded with e(4) funds matched with state bond funds and off-street parking lots funded with e(4) funds and city funds.

The attached letter from the city indicates a misunderstanding existed (which certainly was not my misunderstanding) and that the city desires to utilize the state bond match for an off-street parking lot. The off-street parking lot would be a public parking facility administered by the city.

I have discouraged the using of state highway funds for off-street parking lots. I have not felt that they are a part of the project, although it is difficult to argue that they are not replacing the on-street parking being removed by adding additional lanes in the case of Powell Boulevard.

I have also attached the policy of the Commission relative to off-street parking, which was written to address the West Portland Park and Ride lot.

I request your approval to proceed with the request to fund the off-street parking facility for Powell Boulevard, utilizing state highway funds (state bond) for the local match.

I further suggest that the discussion be pursued and a statement of policy obtained from the Commission relative to providing replacement parking on highway projects.

RNB/ke

Attachments

Whatever answered by letter from Lutsen "Yes"

RECEIVED
DOT DIRECTOR
FEB 1979
REFER TO
FOR
Info | Invest | R/D | D/R | Sign | Act | File

26-1997
(120)
(410)

THE CITY OF
PORTLAND
OREGON

January 16, 1979

DEPARTMENT OF
PUBLIC WORKS
CONNIE McCREADY
COMMISSIONER

OFFICE OF
PUBLIC WORKS
ADMINISTRATOR

400 S.W. SIXTH AVE.
PORTLAND, OR. 97204

Robert N. Bothman
Administrator Metro Office
Oregon Dept. of Transportation
5821 NE Glisan Street
Portland, Oregon 97213

RE: Powell Boulevard Phase I Parking Lots - Local Match

Dear Bob:

There has been a mixup regarding the local match requirement for the Powell Boulevard Phase I parking lots.

The mixup occurred back in June 1978 when you were requested to prepare project agreements for the design, right-of-way acquisition and construction of the lots. At that time, we were exploring the possibility of using HCD funds to provide the required 15% local match. We later determined that it would be more appropriate for the funding of the lots to be the same as for the Powell Blvd. Phase I project, since the need for the lots is a direct result of that project. In such a case, the 15% local match for the lots would be paid for with State Highway Bond funds.

Our changed intentions were evidently not conveyed to you, with the result that the agreements were prepared in such a manner as to place the local match responsibility on the City. We did not catch the error when the agreements were recently presented to Council. It was with the understanding that City matching funds would not be required that the Council approved entering the agreements.

Because of the close relationship between the parking lots and the Powell Blvd. Phase I project, we do feel that the funding arrangements should be the same. Therefore, we are now asking that the agreements pertaining to the parking lots be amended as necessary to provide for payment of the 15% local match with State Highway Bond funds.

RECEIVED FROM [illegible] SPL.
DEPT. - METRO
JAN 16 1979
[illegible] ebg [illegible]

Would you please advise us as soon as possible about your determination on this matter. It would be desirable that right-of-way activities not proceed until this is resolved.

Sincerely,

John M. Lang, Chief
Bureau of Street & Structural Engineering

GRP:amc

cc: Ernie Munch

Oregon Department of Transportation
Metropolitan Branch

# REPLACEMENT OF ON-HIGHWAY PARKING

November 1978

Three different methods are currently being proposed on projects on the state highway system to replace the standard on-street parking. Each project is different in the way the current on-street parking is to be replaced. Each case may have long-range implications for highway funding. Approval of this type of replacement parking may subject the Oregon Transportation Commission to future requests to use highway funds for this replacement parking. More immediately, the Powell Boulevard projects propose the use of state bond funds (state highway funds) for local match to build the replacement parking facilities. The purpose of this report is to advise the Commission that the Department is proceeding with this approach to providing replacement parking. The three specifically involved are the first phase of the Powell Boulevard project, the second phase of the Powell Boulevard project, and the Yeon Avenue improvement proposed to replace I-505 (the city will proceed with this project upon withdrawal of the I-505 Freeway action which is scheduled for November 30). On all three projects the on-street parking is being removed to provide additional travel lanes. The parking removal is being accomplished to increase the capacity, improve the traffic operational aspects, and to improve the traffic safety of the roadways. Both safety and capacity are principal goals on each of these three projects.

The total removal of parking adversely affects businesses, especially neighborhood businesses. Many of the businesses support the neighborhood communities and are important to the urban neighborhood environment. In other cases the parking supports major industries and, in fact, is a necessity for the continuation of those major industries.

The three different methods to offset the removal of parking have been developed on these reconstructed state highway projects. Federal guidelines do support the expenditure of federal monies for this purpose.

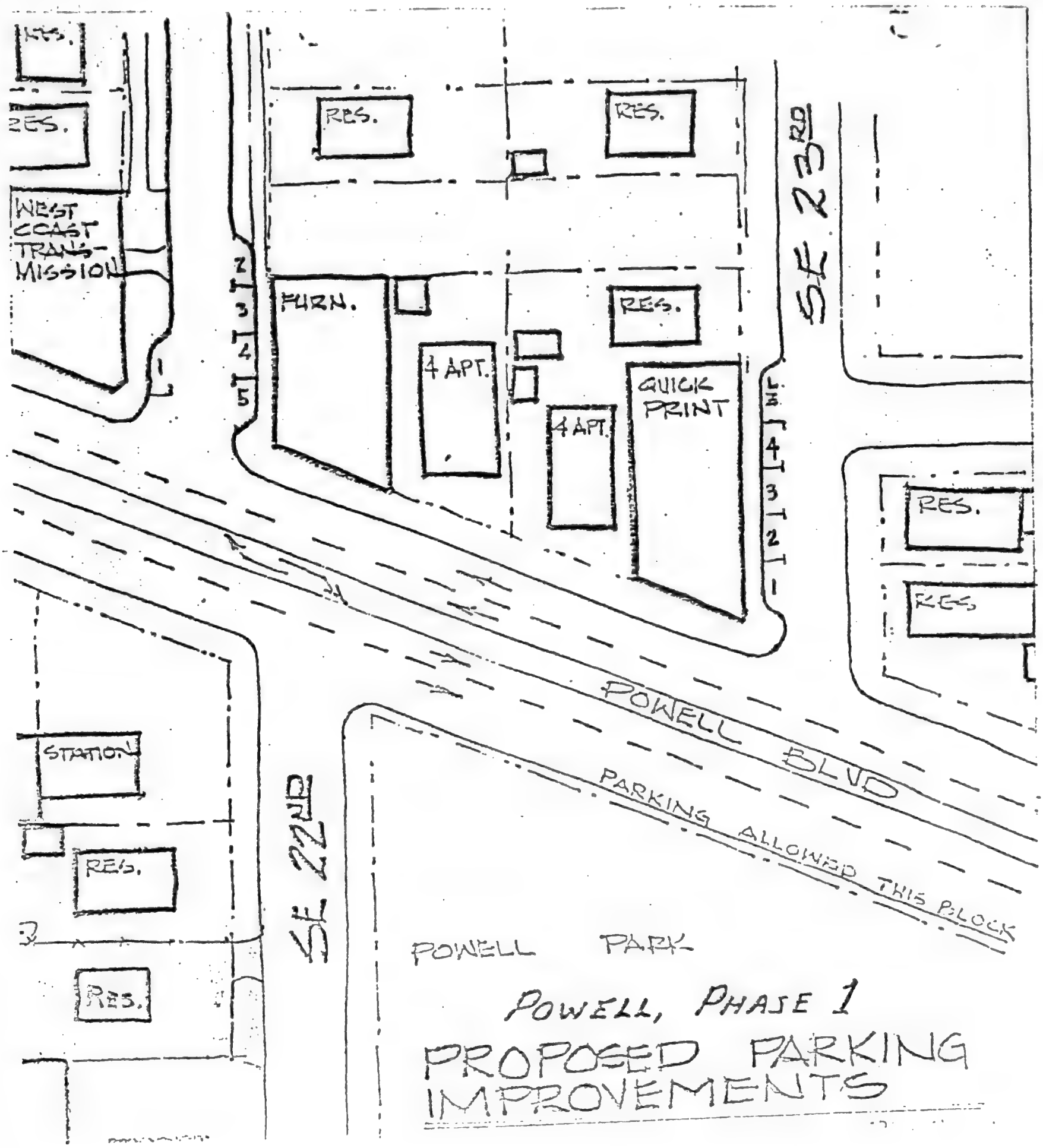
The first method to replace on-street parking is to develop on-street parking on city streets intersecting the state highways. These types of facilities are shown on Figure 1 and are being proposed on the first phase of Powell. In all cases this parking is no longer on the state highway system. In some cases the parking is not on the federal aid highway system. The federal guidelines do provide for funding in this case, even though the adjacent streets are not on the federal aid system.

A second method to replace lost parking is to construct a parking lot for off-street parking facilities adjacent to or in the near vicinity of the state highway. These are shown on Figure 2. These proposals are also being utilized under the Powell Boulevard Phase 1 project. In this particular case available vacant properties are being utilized to provide off-street parking. The parking will meet the requirements of the federal guidelines. No restriction can be placed upon the utilization of the parking. That utilization being the same conditions as normal on-street parking.

The third method to provide parking is to utilize a frontage road system as shown on Figure 3. This method is being proposed both on the Powell 2 project and the 505 Yeon project. In this particular case the frontage road is established adjacent to the state highway and the parking is provided on that frontage road eliminating the direct access of the parking to the state highway.

In all three cases the funding for these projects are freeway transfer monies with local match. However, as mentioned in the case of the Powell project, the local match is from the state bond monies assigned to District 2 (CRAG) which is actually state highway money.

Involvement of these state funds in the Powell projects and implications of future demands for this kind of provision in future urban projects has generated this informational report to you to advise of the direction the Department is taking is supporting replacement parking on state highways.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WEST COAST TRANS-MISSION
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FURN.
4 APT.
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QUICK PRINT
SE 23RD
RES.
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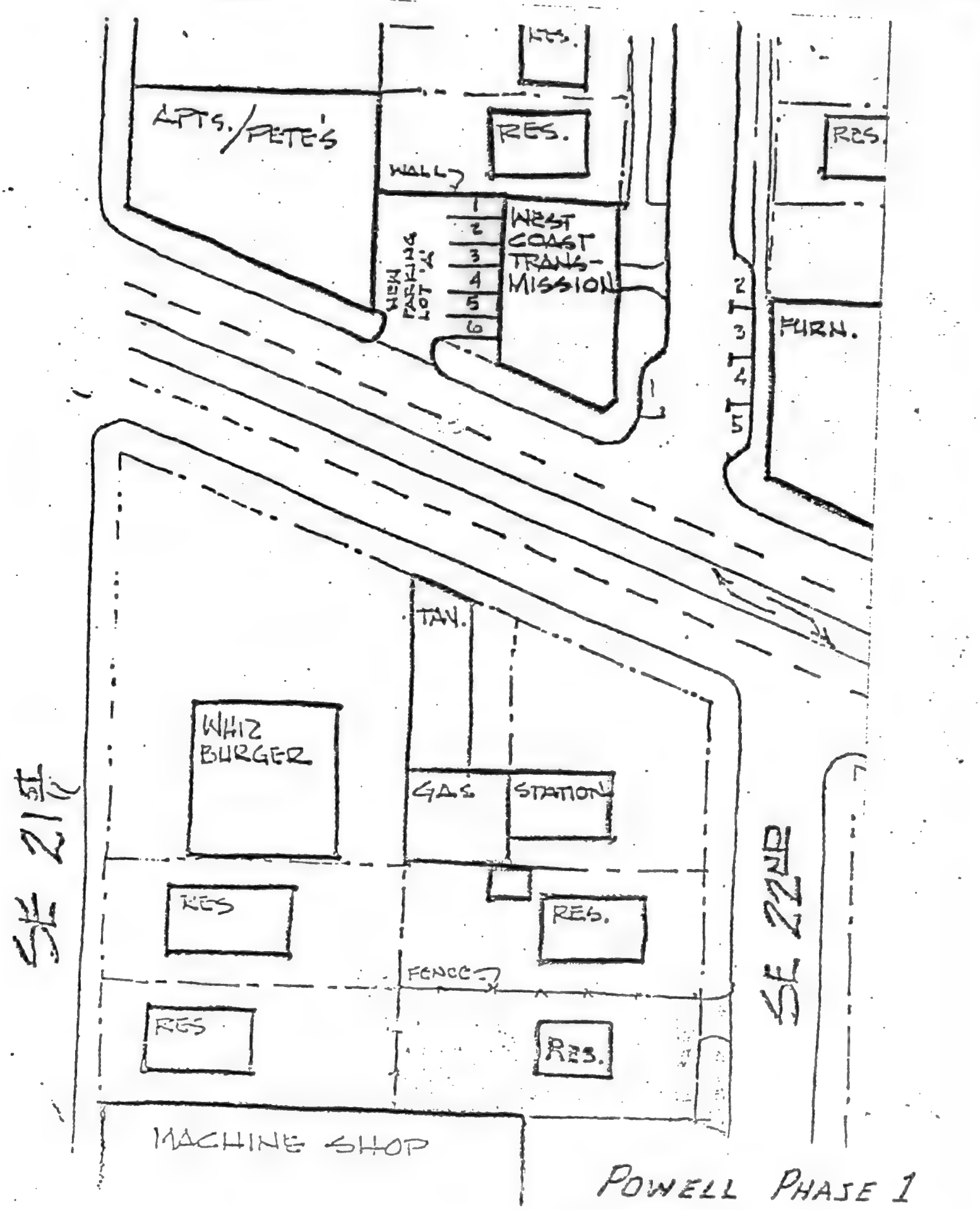
POWELL BLVD
PARKING ALLOWED THIS BLOCK
STATION
RES.
RES.
SE 22ND
POWELL PARK
POWELL, PHASE 1
PROPOSED PARKING IMPROVEMENTS

FIGURE 1

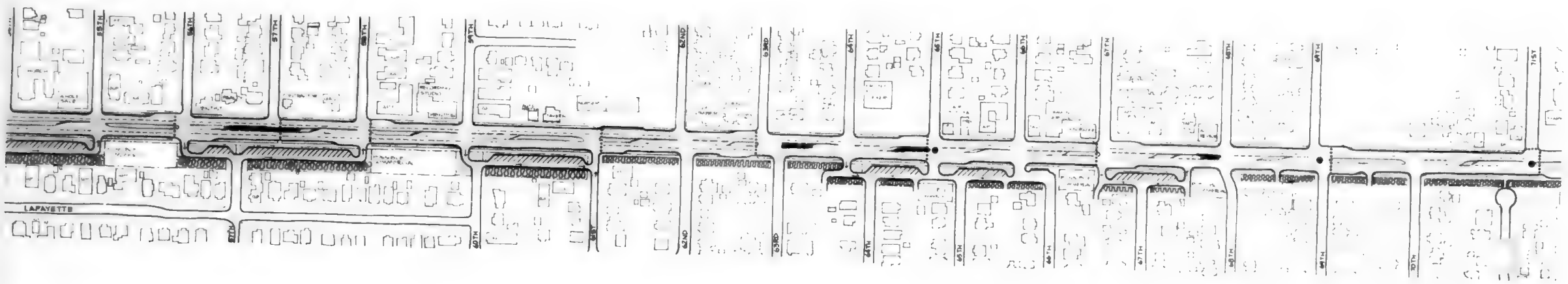



POWELL PHASE 1

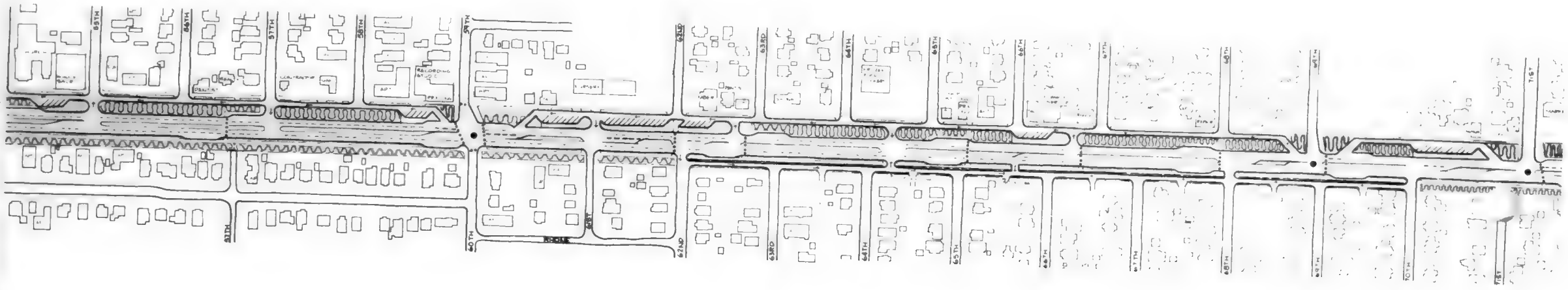
PROPOSED PARKING PLAN

FIGURE 2

ALTERNATE 1




ALTERNATE 2



ALTERNATE 3

LEGEND

- NEW CONSTRUCTION
- SOUND BARRIER
- LANDSCAPE AREAS
- LEFT HAND TURN REFUGE
- EXISTING ROADWAY TO REMAIN

Fiaure 3

RESOLUTION

WHEREAS, Highway revenues are declining and there is a critical need to utilize highway revenues to operate and maintain existing highways; and

NOW, THEREFORE, BE IT RESOLVED BY THIS Oregon Transportation Commission as follows:

> "No Highway Trust Funds shall be used in construction of Park and Ride Stations or any other function not directly related to or benefiting highway users."

This resolution shall be entered in the minutes and records of the Oregon Transportation Commission this 22nd day of February, 1978 as Miscellaneous Resolution No. 261.

Glenn Jackson

Gordon Sloan

Mike Dillon

Tom Walsh

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

January 15, 1979

In Reply Refer to File No.:

Mr. George Yerkovich
Auditor, City of Portland
Room 202 City Hall
PORTLAND OR 97204

Agreement #122
Off St. Parking Lots
Ross Is. Br.-S. E. 52nd
City of Portland

MISC. CONTRACTS AND AGREEMENTS PAGE 6618

Dear Sir:

Attached are two original signed copies of this agreement. The project will be programmed.

Yours truly,

Adele L. Egan
R/W Office Unit Supervisor

AE
mp
Attach.

cc: C. W. Head, w/orig.
Finance, Jim Kinns, w/c
R. N. Bothman, w/c
Louis Grothaus, w/c
Local Gov't Programs
Title

October 27, 1978

City of Portland
1220 S.W. Fifth Avenue
Portland, OR 97204

Attention: George Yerkovich
Auditor of the City of Portland

MISC. CONTRACTS and
AGREEMENTS No.

Gentlemen:

Attached for your files are two fully executed copies of an agreement concerning Off-Street Parking Lots in the Powell Boulevard Corridor.

We are retaining a fully executed copy of this agreement for the Transportation Commission's files.

Very truly yours,

C. W. Head
COMMISSION SERVICES

kkr

Attachments

bc: Don Harwell (agreement attached)

ROBERT W. STRAUB
GOVERNOR

# *Department of Transportation*

TRANSPORTATION BUILDING, SALEM, OREGON 97310

DATE: June 8, 1978

TO: G. L. Green, Division Administrator
Federal Highway Administration

FROM: D. E. Swan
Federal Aid Manager

SUBJECT: Minor Program Change
Project No. IX-24(4)
Ross Island Bridge-SE 52nd Ave. (Portland) Section
Multnomah County

We hereby request your approval of a minor program change on the subject project to increase the total estimated cost and allotted Federal Interstate Transfer funds to coincide with the latest estimate of the actual anticipated preliminary engineering costs as follows:

| Funds | Total Estimated Cost | Federal Funds | Additional Federal Funds |
|---|---|---|---|
| Consol. Prim. | $ 5,000 | $ 4,290 | $ 0 |
| Interst. Trans. | 170,000 | 145,860 | 38,610 |
| Total | $175,000 | $150,150 | $38,610 |

The enclosed information from the Metropolitan Office indicates the additional funds requested will be sufficient to complete the preliminary engineering work on the project.

Enclosure
CL/a
bc F. B. Klaboe
E. S. Hunter
R. N. Bothman
F. E. Terpin
R. A. Sandmann
Gary Zehner

ROBERT W. STRAUB
GOVERNOR

*Department of Transportation*
METROPOLITAN SECTION
5821 N.E. GLISAN, PORTLAND, OREGON 97213

April 10, 1978

Telephone 238-8226

RECEIVED
TECHNICAL SERVICES
APR 11 '78
REFER TO

DOUG WRIGHT
Chief Transportation Planner
City of Portland
Bureau of Planning
424 Southwest Main Street
Portland, OR 97204

Dear Mr. Wright:

The Federal Highway Administration has responded to your letter of March 1 concerning the off-street parking facilities proposed as part of the Powell Boulevard Project Phase I.

Essentially, FHWA has agreed that the requirements established in their regulations are met by the memo supplied in support of the proposal dated February 14 with one exception. The exception, involving fee collection and maintenance, is noted in Glen Green's letter of March 16 (attached).

The objection arises from a misunderstanding of the supplied information. The FHWA interpretation was that the City would collect a rental fee from the businessmen's association and at the same time, require the businessmen to maintain the facility. The FHWA regulations allow the collection of a parking fee for the purpose of offsetting maintenance and operation costs; hence, the objection to the City's proposal. I discussed this with Ernie Munch who advised the intent was to collect a nominal fee ($1) from the businessmen under terms of a lease agreement. Understanding that the fee that would be collected would be a kind of lease filing or permit fee, Cliff Christianson of FHWA agreed FHWA would remove the exception stated in their March 16 letter. The proposal could be advanced anticipating Federal approval.

Upon completion of the project, FHWA would look to the State to correct any deficiencies in the maintenance or operation of the parking facility. ODOT would in turn look to the City to enforce their agreement with the association. This will be one of the conditions spelled out in a State/City agreement.

With the concept approved thus far, the next step will be for the City to prepare a project request and assessment so that we may proceed to program the necessary funds for preliminary engineering, right-of-way and construction of the facility. The type of funding should specifically be spelled out whether it is to be Mt. Hood Transfer funds or FAU funds. An agreement between the City and State will be required and we will draft that agreement using the basic concepts that have been developed in this correspondence and in the maintenance and operations aspects of the FHWA regulations. This agreement will not be prepared until the source of funding is identified.

When the lease agreement with the businessmen's association is signed, the FHWA requests a copy for their files. The Metro office also requests a similar copy.

Under the current schedule, this project will be awarded to contract in July or August. Completion of the project will follow in about 18 months.

DONALD R. ADAMS
Project Development Manager

DRA/ldo

Attachment

cc: John Lang
E. S. Hunter
J. D. McClure
S. D. Crouch

Form FHWA 121 (Rev. 5-73)

26-1997
150

UNITED STATES GOVERNMENT

*Memorandum*

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
The Equitable Center, Suite 100
530 Center NE. - Salem OR 97301

DATE: March 16, 1978

In reply refer to: HA.6-OR

SUBJECT: Oregon Project IX-24(4)
Ross Island-52nd Avenue Section
Powell Boulevard (Off-Street Parking)

FROM : G. L. Green, Division Administrator

TO : Mr. F. B. Klaboe, Chief of Operations, ODOT

In response to Mr. Bothman's letter of March 10, 1978, to Mr. Christianson, the documentation of compliance with FHPM 6-8-2 has been reviewed. These provisions apply to topics-type projects such as, the proposed improvement to Powell Boulevard.

I agree that the requirements of FHWA regulations have been met (as documented in Doug Wright's memorandum dated February 14, 1978) with the exception of item "8". The purpose of this requirement is to allow the City to collect sufficient revenue to cover maintenance and operation of the parking area and/or to allow contract maintenance and operation. I understand Doug Wright's memorandum to indicate that the City would collect a rental fee from the businessmen's association in addition to requiring the association to maintain the facility. This is not acceptable. Fees collected versus maintenance costs must reflect a break-even situation.

Maintenance obligations related to these parking facilities will be the same as all Federal-aid Highway projects. Your agreement with the City should reflect that obligation.

Signed By
J. VALACH
Project Development
Engineer
G. L. Green

cc:
ODOT (Bothman, Metro)

Form (HAA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

# *Memorandum*

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Equitable Center, Suite 100
530 Center NE. - Salem OR 97301

DATE: January 6, 1978

In reply refer to: HA.6-OR

SUBJECT: Oregon Project NO. I-Y-24(4)
Ross Is-52nd Avenue Sec
Powell Blvd

FROM : G. L. Green, Division Administrator

TO : Mr. F. B. Klaboe, Chief of Operations, ODOT
Salem, Oregon

Reference is made to Mr. Bothman's letter dated December 14, 1977, regarding off-street parking. Funding elegibility is covered under FHPM 6-8-2 paragraph 7c.

Based upon my current knowledge of the project I believe the proposed off-street parking does qualify for Federal-aid funding. You should review the conditions stated in FHPM 6-8-2 and prepare appropriate documentation.

You may wish to provide information to the City of Portland on this subject since similar proposals are being considered on the Union Avenue project. You may also wish to check your funding authorization on Powell to insure adequate funds are programmed if you elect to include parking in this project.

for G. L. Green

cc:
ODOT, Bothman

RECEIVED
DOT OPERATIONS
JAN 12 '78
REFER TO
FOR
Info | Invest | R/D | D/R | Sign | Act | File

1-11-78
Bothman is handling

RECEIVED
DOT Operations
JAN 9 '78
REFER TO
FOR
Info | Invest | R/D | D/R | Sign | Act | File

STATE OF OREGON
DEPARTMENT OF TRANSPORTATION

INTEROFFICE MEMO
Metropolitan Branch

TO: THE FILES

DATE: October 7, 1977

FROM: ROBERT N. BOTHMAN
Administrator

SUBJECT: Ross Island Bridge/52nd Avenue Section
Powell Boulevard

Doug Wright brought out, on two occasions, the off-street parking on this section of the Powell Boulevard project.

The determination has been made by the division office of FHWA and METRO that the off-street parking is not within the realm of federal funding due to the fact that it would be outside the limits of the project. The limits of the project are defined as within the right-of-way lines.

Wright has indicated on those two occasions that the FHWA TSM manual points out a policy contrary to this.

He is not particularly requesting a reconsideration, only that there is a problem in obtaining the necessary funding through PDC using HCD funds if, in fact, highway funds are available.

I concur with the policy we have established for the Powell project; that is, the right-of-way line for the project is the limits of the project. In the case of Powell, a parking lot a block away to replace parking being removed from Powell does not qualify for federal funds. I also believe we want to seriously consider whether we want to replace parking with highway funds on the basis that the parking strip does not belong to the adjacent property owner but to the traveling public. A policy to the contrary would mean that every time we desired to remove parking for a turning movement, or any other sort of traffic control measure, we would have to provide off-street parking to replace it.

ebg

cc: F. B. Klaboe

RECEIVED
DIVISION OF OPERATIONS
OCT 10 '77
REFER TO
FOR
Info Approval H/D J/R Sign File

U.S. DEPARTMENT OF TRANS ATION - FEDERAL HIGHWAY DMINISTRATION

FEDERAL AID PROJECT NO
IX-F-24(4)

# LETTER OF APPROVAL AND/OR AUTHORIZATION

STATE PROJECT NO.
See below

**FROM:**
G. L. Green, Division Administrator
Salem, Oregon

PROGRAM NO.

ITEM NO.
71108

COUNTY NAME
Multnomah

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

**TO:**

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

RECEIVED
STATE HWY ENGR
JUL 7 '77
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Ad | Fo

| DATE PS & E APPROVED | DATE AUTHORIZATION EFFECTIVE | FEDERAL ROUTE NUMBER | STATE ROUTE NUMBER |
|---|---|---|---|
| | 6-10-77 | Primary 24 | Primary 26 |

**GENERAL LOCATION:**

"Ross Island Bridge - S.E. 52nd Ave. (Portland)"

**GENERAL DESCRIPTION OF WORK:**

Fund Increase

**YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW**

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRLIMINARY ENGINEERING FOR SURVEY AND PLAN
☐ PREPARATION

☒ OTHER (Specify) Increase in IX Funding $60,060.

☐ ACQUISITION OF RIGHT OF-WAY
CONTRUCTION - ADVERTISE FOR RECEIPT
☐ OF BIDS

☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

**REMARKS**

As requested in Mr. Swan's letter of May 13 and obligational authority approved by UMTA on June 10, 1977, you are now authorized the increased funding for all phases of preliminary engineering.

| DATE | SIGNATURE OF APPROVING OFFICIAL | TITLE |
|---|---|---|
| 6-23-77 | | For Division Administrator |

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1976—626-787

RECEIVED
STATE HWY ENGR
MAY 6 '77
REFER TO
FOR

May 6, 1977

Mr. Charles S. Polityka
Regional Environmental Review Officer
United States Department of the Interior
Office of the Secretary
P.O. Box 3621
Portland, Oregon 97203

Dear Mr. Polityka:

Thank you for your comments of April 22 concerning the proposed improvement for Powell Boulevard between the Ross Island Bridge and Southeast 52nd Avenue.

Our March 30 Notice of Intent occurred late in the project development stages due to a recent change in the funding source for the project. The public hearings have been held, the draft negative declaration has been circulated, and the final negative declaration has been approved and adopted by the Federal Highway Administration. A copy of that document is enclosed for your information.

The project requires the removal of all on-street parking along Powell Boulevard. The loss of the 30 to 40 spaces along Powell Park would be detrimental since park users rely heavily on those spaces in addition to some parking spaces on adjacent side streets. The project will replace those spaces along Powell Park and it will not affect those spaces on adjacent streets.

Replacement of parking along Powell Park necessitates removal of the existing sidewalk. There is room to replace the parking without encroachment into Powell Park. Since the City Parks Department feels that the parking and the sidewalk is important to the Park, they have requested that the sidewalk be re-installed as a requirement on the project. This will require a revocable easement on Park land, but the purpose of the sidewalk is compatible with park useage.

A noise analysis shows that the project will not result in a measurable increase for the park. It should be noted that Powell Park is used primarily for softball, soccer and other team sport activities, which tend to be less noise sensitive than other recreational uses found elsewhere.

In conclusion, we find that the project does not require the "use" of Powell Park by acquisition of right-of-way, nor does the project require the "use" of Powell Park by effect. Any effects of Powell Park are either minimal, or non-existant.

A field survey was conducted to locate any known historically significant sites and/or structures within the project corridor. Two buildings were found, only one of which was within the immediate impact area of the project, and no archeological sites were found. Through contact with the Oregon State Historic Preservation Office and the Portland Landmarks Commission, it has been determined that no properties of historic or archeologic significance will be adversely affected by the Powell Boulevard project.

If you have any further questions on this matter, please contact me.

Very truly yours,

ORIGINAL SIGNED BY
GARY A. POTTER

Gary A. Potter
Manager
Environmental Section
412 Transportation Bldg.
Salem, Oregon 97310

GAP:cjh

bc: E. S. Hunter
R. N. Bothman
Buzz Swan
Jef Kaiser
Cliff Christiansen

1980 S.W. Bancroft St. - 9183
Sellwood Br. Sec., Oswego Hwy.
(gr, pav, sign, ill, & sig) #5

Smead
No. 2-152-5L
MFG. MN-LOS ANGELES
CAN. OH-McGREGOR, TX U.S.A.

| | | |
|---|---|---|
| C & A | 5270 | 4-16-75 |
| C & A | 5627 | 4-21-76 |
| C & A | 5918 | 1-4-77 |
| C & A | 6735 | 11-21-79 |
| C & A | 7311 | 4-22-80 |
| C & A | 7316 | 7-7-80 |

OREGON DEPARTMENT OF TRANSPORTATION

# PROJECT PROSPECTUS

PART 4 — SURVEY AUTHORITY (PAGE 1 of 2)

SEE INSTRUCTIONS ON REVERSE

KEY ID #

SECTION S.W. Bancroft St. - Sellwood Bridge Section

HIGHWAY S.W. Macadam Avenue (Oswego) NO. 3

COUNTY Mult. NO. 26

REGION 1

AUTHORIZATION NO. 1

PROJECT EA C137-14 31

DATE 1-29-86

## SURVEY AUTHORITY

| ACTIVITY | ORGANIZATION UNIT | ESTIMATED COST | CURRENT AUTHORIZATION |
|---|---|---|---|
| **900** PROJECT ENGINEERING, FIELD OFFICES | 1000 | 9,000 | 9,000 |
| | | | |
| | | | |
| **901** PROJECT ENGINEERING, OTHER OFFICES | N/A | 18,000 | 18,000 |
| | N/A | | |
| **902** CITIZEN'S INVOLVEMENT | N/A | | |
| **903** FINAL DESIGN - BRIDGE AND FOUNDATION | 74 (_ _) | | |
| | 74 (_ _) | | |
| | | | |
| **904** PRELIMINARY DESIGN | 7112 | | |
| | | | |
| **905** FINAL DESIGN | 73 (_ _) | | |
| **906** REDESIGN | 73 (_ _) | | |
| **907** T.P.D.T. DESIGN | 73 (_ _) | | |
| **908** FIELD TESTING | | | |
| **909** RIGHT-OF-WAY DESCRIPTION | 7111 | | |
| **910** RIGHT-OF-WAY MAPS | 7111 | | |
| **911** SIGN AND SIGNAL DESIGN | 76 (_ _) | | |
| | 76 (_ _) | | |
| | 76 (_ _) | | |
| | | | |
| **912** RAILROAD MAPS | 73 (_ _) | | |
| **913** RIGHT-OF-WAY LIAISON | | | |
| **914** UTILITY LIAISON | 7783 | | |
| | | | |
| **915** LANDSCAPE DESIGN | 7114 | | |
| **916** PHOTOGRAMMETRY SERVICES | 7142 | | |
| **917** INVENTORY NEEDS | | | |
| **920** PROJECT PROGRAMMING | 06 (_ _) | | |
| **921** SPECIFICATIONS AND ESTIMATES | 7200 | | |
| **923** ENVIRONMENTAL STUDIES | 75 (_ _) | | |
| | 75 (_ _) | | |
| | 75 (_ _) | | |
| | | | |
| **925** AIR MONITORING | 7510 | | |
| **927** FREE BRIDGE DESIGN | 74 (_ _) | | |
| | 74 (_ _) | | |
| **929** FREE BRIDGE SPECIFICATIONS | 7200 | | |
| **933** BASE DESIGN | 7141 | | |
| **934** GEOTECHNICAL INVESTIGATION | 7120 | | |
| **937** HYDRAULIC STUDIES | 7143 | | |
| **949** SYSTEM STUDIES | N/A | | |
| **960** PROCESS PROJECT PROSPECTUS | 7144 | | |
| **961** PREPARE HEARING STUDY DATA | 7113 | | |
| **962** RECONNAISSANCE SURVEYS | 71 (_ _) | | |
| **963** REVIEW FIELD SURVEYS | 7113 | | |

Continued on Page 2

JRH

# PROJECT PROSPECTUS

PART 4 — SURVEY AUTHORITY (PAGE 2 of 2)

KEY ID #

SECTION: S.W. Bancroft St. - Sellwood Bridge Section

REGION: 1

| | ACTIVITY | ORGANIZATION UNIT | ESTIMATED COST | CURRENT AUTHORIZATION | ACTIVITY | ORGANIZATION UNIT | ESTIMATED COST | CURRENT AUTHORIZATION |
|---|---|---|---|---|---|---|---|---|
| 764 | PREPARE PERMITS | 7000 | | | | | | |
| | | | | | | | | |
| 980 | CONDUCT PUBLIC HEARING | N/A | | | | | | |
| 020 | TRAINING | N/A | | | | | | |
| 050 | AUDIT SERVICES | 0500 | | | | | | |
| | | | | | | | | |
| | | | | | | | | |
| | | | | | | | | |
| | | | | | TOTALS | | $ 27,000 | $ 27,000 |

RIGHT-OF-WAY EA

PE FUNDING: State

FEDERAL AID PROJECT NUMBER

PREVIOUS AUTHORIZATION: $

ADD. AUTH. REQUIRED: $

LOCATION ENGINEER'S REMARKS

State forces to establish horizontal control line.

Consultant to set the right-of-way monuments, tie the right-of-way monuments to the previously established control line, and file the right-of-way map.

| PREPARED BY | DATE | APPROVED ASST. HIGHWAY ENGINEER | DATE |
|---|---|---|---|
| Original Signed by Curt Duval | 1-20-86 | X | |
| RECOMMENDED, REGION ENGINEER | DATE | O T C OR STATE HIGHWAY ENGINEER APPROVAL | DATE |
| X | | | |
| RECOMMENDED, LOCATION ENGINEER | DATE | FEDERAL HIGHWAY ADMINISTRATION APPROVAL DATE | |
| X | 1/21/86 | | |

734-1914 (6-85) cont.

VICTOR ATIYEH
GOVERNOR

# Department of Transportation
## HIGHWAY DIVISION

TRANSPORTATION BUILDING, SALEM, OREGON 97310
TOLL FREE: 1-800-452-7813 Ext. 86232

April 24, 1985

In Reply Refer to File No.: CON

City of Portland
1120 SW 5th, Room 802
Portland, OR 97204

ATTN: Mike Blackledge

Re: Project Name Bancroft St.-Sellwood Dr., Macadam Ave.
Fed. Aid No. M9565(2), IX 9565 (6),(9),(12)
Pool Acct. No. 4690-03

The above project has been completed and no further costs are anticipated. Therefore, you may withdraw the balance remaining in your account of $ 29,766.48 (plus interest) with the Oregon State Treasurer, Local Government Investment Pool.

for Frank P. Gallagher
Vernon E. Skoog
Controller

JP:cw

cc: Oregon State Treasurer
Local Govt. Investment Pool

PROGRAM SECTION
MANAGER ... SOURCE UNIT .....
FA UNIT ... CODE ... ...
MAY 03 1985
REFER TO ...
R/D ... ACT ... REPLY .....
DISC .... INFO ..... FILE .....

Form 734-3122

OREGON STATE HIGHWAY DIVISION

ITEMIZED STATEMENT OF FINAL COSTS — DATE: 3/1/85 REV. 4/15/85

CITY: PORTLAND AGREEMENT NO: 5270,5947, 6735 PROJECT NO: M-9565(2) IX-9565(6)(9)(12)

CONTRACT NO: 9183 SECTION: Bancroft St.-Sellwood Br., Macadam Ave.

PRELIMINARY ENGINEERING M-9565(2) (Prefix No. 326-1989):

| | |
|---|---|
| Project Manager | $ 13,750.67 |
| Citizen Involvement (Nonparticipating-$175.44) | 793.03 |
| Preliminary Design | 45.76 |
| Soils & Geology | 30.93 |
| Signing | 983.43 |
| Specifications Section | 439.92 |
| Administrative Services | 21.57 |
| Environmental Section | 254.98 |
| Planning Section | 274.63 |
| TOTAL | $ 16,594.92 |
| Less Federal Funds (FAU) | (14,087.91) |
| BALANCE | $ 2,507.01 |
| Less State Share: 50% of $2,507.01 | 1,253.51 |
| CITY SHARE | $ 1,253.50 |

PRELIMINARY ENGINEERING IX-9565(6) (Prefix No. 26-1913):

| | |
|---|---|
| Project Manager (Nonparticipating $2,132.95) | $130,948.31 |
| Citizen Involvement (Nonparticipating $62.01) | 157.94 |
| Work Performed by City | 18,385.53 |
| Final Design | 28,246.05 |
| Bridge Design | 451.06 |
| Preliminary Design (Nonparticipating $37.02) | 2,528.37 |
| R/W Descriptions | 9,668.85 |
| Soils & Geology | 2,869.11 |
| Signing (Nonparticipating $652.33) | 11,340.62 |
| R/W Liaison (Nonparticipating $17.79) | 5,242.21 |
| Utility Liaison (Nonparticipating $5.94) | 4,826.52 |
| Audit Expense | 173.73 |
| Photogrammetry | 420.32 |
| Reconnaissance & Hydrology | 155.83 |
| Program Section | 389.94 |
| Specifications Section | 3,831.69 |
| Administrative Services | 89.43 |
| Environmental Section (Nonparticipating $251.67) | 10,960.73 |
| Air Monitoring (Nonparticipating $32.32) | 2,512.70 |
| Foundation Investigation | 997.61 |
| Training | 1,673.03 |
| TOTAL | $235,869.58 |
| Less Federal Funds (FAI-X) | (199,567.53) |
| CITY SHARE | $ 36,302.05 |

RIGHT-OF-WAY (Prefix No. 26-2563):

| | |
|---|---|
| Cost of Land | $ 15,400.00 |
| Value of Buildings & Equipment | 500.00 |

| | |
|---|---|
| Value of Trees, Shrubs, Walks, Etc. | 5,120.00 |
| Severance Damages | 4,050.00 |
| Appraisals (Nonparticipating $8.68) | 20,407.52 |
| Miscellaneous | 9,120.20 |
| Maintenance, Repairs, Etc. (Nonpart. $570.86) | 659.06 |
| Title Costs & Recording Fees | 2,446.11 |
| Taxes | 100.94 |
| Negotiation Expense | 20,783.60 |
| Relocation Computation | 239.07 |
| Sale of Land & Timber (Nonparticipating) | 599.87 |
| Legal (Nonparticipating $4,106.49) | 5,358.20 |
| General Property Management | 35.03 |
| Appraisal Review | 21.30 |
| Relocation Advisory Assistance | 2.51 |
| Relocation Moving Expense | 1,000.00 |
| R/W Liaison & Relocation Plans | 226.50 |
| Program Section | 60.34 |
| Engineering | 3,837.43 |
| Training (Nonparticipating $184.70) | 805.50 |
| TOTAL | $ 90,773.18 |
| Less Federal Funds (FAI-X) | (72,507.19) |
| CITY SHARE | $ 18,265.99 |

CONSTRUCTION (Prefix No. 26-1012):

| | |
|---|---|
| Payment to Contractor (Nonpart. $203,074.40) | $3,655,216.70 |
| Interest Paid Contractor (Nonparticipating) | 25.35 |
| Deduct Retainage Administration Costs (Nonpart.) | (41.37) |
| SFO #1 Adjust Water Meters, Valves, Etc. | 142,304.21 |
| SFO #2 Temporary & Permanent Striping | 4,632.00 |
| SFO #3 Temporary Street Lighting | 23,062.56 |
| SFO #4 Power to Temporary Lighting | 10,087.24 |
| SFO #5 De-energize Power Line | 2,964.99 |
| SFO #6 Credit for Cost of Difference in Fence | (836.00) |
| SFO #7 Credit for Cost of Installation & Inspection for 60" Water Main (Nonpart.) | (145,870.04) |
| SFO #8 Install Water Service for Irrigation System | 16,078.91 |
| SFO #9 Furnish & Plant Trees, Shrubs & Ground Cover | 276,295.20 |
| SFO #10 Credit for Joint Trench | (18,700.00) |
| SFO #11 Credit for Excess 4" Drain Pipe | (1,240.25) |
| Construction Engineering (Nonpart. $5,058.15) | 437,580.58 |
| Work Performed by City | 14,616.77 |
| Signing | 76.96 |
| Audit Expense | 1,958.99 |
| Program Section | 368.33 |
| Accounting Section (Nonparticipating) | 41.37 |
| Salem Lab | 10,683.08 |
| Portland Lab | 11,196.49 |
| Eugene Lab | 2[illegible].62 |
| Technical Services | 8,478.51 |
| Construction Section | 4,827.01 |
| Region Office | 1,071.16 |
| Training (Nonparticipating $61.30) | 2,372.10 |
| EEO Monitoring | 365.88 |
| TOTAL | $4,457,829.35 |
| Less Federal Funds (FAI-X) | (3,737,212.37) |
| CITY SHARE | $ 720,616.98 |

SUMMARY:

| | |
|---|---|
| City Share P.E. (FAU Funded) | $ 1,253.50 |
| City Share P.E. (FAI-X Funded) | 36,302.05 |
| City Share R/W | 18,265.99 |
| City Share Construction | 720,616.98 |
| TOTAL CITY SHARE | $ 776,438.52 |
| Less P.E. Advance Deposit 10-24-78 | (41,125.00) |
| Less R/W Advance Deposit 2-8-80 | (37,500.00) |
| Less Const. Advance Deposit 9-2-80 | (593,000.00) |
| Less Const. Advance Deposit 5-1-81 | (81,320.00) |
| Less Const. Advance Deposit 7-19-82 | (53,260.00) |
| REFUND DUE CITY | $ 29,766.48 |

GEZ:pf

123 (ORIGINAL) 26-1913

FORM APPROVED BY COMPTROLLER GENERAL, U.S. MAY 12, 1966

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

**VOUCHER FOR WORK PERFORMED UNDER PROVISIONS OF THE FEDERAL AID AND FEDERAL HIGHWAY ACTS, AS AMENDED**

STATE VOUCHER NO.

FHWA VOUCHER NO.

APPROPRIATION

FHWA SCHEDULE NO.

THE UNITED STATES, DR., TO *(Insert official or depositary named in project agreement)*

TREASURER OF THE STATE OF OREGON

ADDRESS

CAPITAL BUILDING, SALEM, OR 97310

PAID BY

*(For use of Paying Office)*

STATE

OREGON

VOUCHER TYPE *(Check Appropriate Block)*

☐ CURRENT BILLING

VOUCHER PERIOD

FROM 9-22-78

TO 7-29-80

☐ OTHER PROGRESS

☒ FINAL VOUCHER (*) In Post Finish

FEDERAL AID PROJECT NO.

IX-9565(6)

*(*) Use Form FHWA-1447 for Final Voucher for a project constructed under certification acceptance or secondary road procedures (23 U.S.C. 117).*

| TOTAL ACTUAL COST | TOTAL PARTICIPATING COST | PRO-RATA OF PARTICIPATING COST CLAIMED FROM U.S. | TOTAL AMOUNT CLAIMED FROM U.S. | LESS PREVIOUS PAYMENTS | NET AMOUNT CLAIMED |
|---|---|---|---|---|---|
| $235,869.58 | $232,677.55 | .8577 | $199,567.53 | $199,567.53 | $0.00 |

*I certify that the costs shown in this voucher have been incurred in accordance with terms of project agreements; applicable State and Federal laws or regulations; and that no claim has previously been submitted for costs claimed.*

| STATE HIGHWAY AGENCY | DATE | SIGNATURE OF AUTHORIZED OFFICIAL |
|---|---|---|
| OREGON | 1-17-85 | CONTROLLER |

*I certify that supporting records for costs claimed, and the referenced project (if applicable), have been subjected to required reviews, approvals and inspections by the Federal Highway Administration and that the amount approved is justly due.*

AMOUNT SUBMITTED $0.00

ADJUSTMENTS

AMOUNT APPROVED

SIGNATURE OF FHWA REPRESENTATIVE

*(SIGN ORIGINAL ONLY)*

DATE APPROVED

FORM PR-20
(REV. 5-72)

PREVIOUS EDITIONS ARE OBSOLETE

** JOB TOTALS **

| | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| BANCROFT & SELLWOOD BR | CONT NO | | * FA PROJ NOS | | XI | 9565006 100 | | | | | | | | STATE |
| | 026 | 1913 | 895 | | 00 | N 9 | Tr. City | | | | | | 75,125.00 | |
| | 026 | 1913 | 896 | | 00 | N 9 | " St | 1,197.66CR | | 1,197.66CR | | | 25,[illegible]CR | |
| | 026 | 1913 | 898 | | 00 | N 9 | " Fed | 1,197.66 | | 1,197.66 | | | 1[illegible] | |
| | 026 | 1913 | 901 | | 00 | P 1 | Proj Mgr. | | | 1,396.37 | | | 1[illegible] | |
| | 026 | 1913 | 901 | * | 00 | N 1 | " | | | 86.33 | | | 2,[illegible] | |
| | 026 | 1913 | 902 | | 00 | P 1 | Cit. Inv. | | | | | | [illegible] | |
| | 026 | 1913 | 902 | * | 00 | N 1 | " | | | | | | [illegible] | |
| | 026 | 1913 | 903 | | 00 | P 1 | Work by City | | | | | | 18,2[illegible] | |
| | 026 | 1913 | 905 | | 00 | P 1 | Fin. Svcs. | | | | | | 28,2[illegible] | |
| | 026 | 1913 | 906 | | 00 | P 1 | Pr. Svc. | | | | | | [illegible] | |
| | 026 | 1913 | 907 | | 00 | P 1 | Pro. Dev. | | | | | | 2,4[illegible] | |
| | 026 | 1913 | 907 | * | 00 | N 1 | " | | | | | | [illegible] | |
| | 026 | 1913 | 909 | | 00 | P 1 | Sw Pav. | | | | | | 9,[illegible] | |
| | 026 | 1913 | 910 | | 00 | P 1 | S & S | | | | | | 2,[illegible] | |
| | 026 | 1913 | 911 | | 00 | P 1 | Striping | | | | | | 10,[illegible] | |
| | 026 | 1913 | 911 | * | 00 | N 1 | " | | | | | | [illegible] | |
| | 026 | 1913 | 913 | | 00 | P 1 | R/W Clrs | | | | | | 5,224.42 | |

ACCOUNT SUMMARY - EXPENDITURES & LEDGERS — JANUARY 1985 — PAGE 719

| DESCRIPTION | PREFIX | FUNCTION | SUB | F | GR | CURRENT MONTH | FISCAL YEAR TO DATE | GRAND TOTAL TO DATE |
|---|---|---|---|---|---|---|---|---|
| | 026 | 1913 | 912 | * 00 | N 1 | Misc. Equip. | | [illegible] |
| | 026 | 1913 | 914 | 00 | P 1 | St. | | 4,[illegible] |
| | 026 | 1913 | 914 | * 00 | N 1 | " | | [illegible] |
| | 026 | 1913 | 915 | 00 | P 1 | Equip. | | [illegible] |
| | 026 | 1913 | 916 | 00 | P 1 | Traf. | | [illegible] |
| | 026 | 1913 | 918 | 00 | P 1 | Land & Prop. | | [illegible] |
| | 026 | 1913 | 920 | 00 | P 1 | Engineering | | [illegible] |
| | 026 | 1913 | 921 | 00 | P 1 | Admin. | | [illegible] |
| | 026 | 1913 | 922 | 00 | P 1 | Utility Adj. | | [illegible] |
| | 026 | 1913 | 923 | 00 | P 1 | Legal Svc. | | 10,[illegible] |
| | 026 | 1913 | 923 | * 00 | N 1 | " | | [illegible] |
| | 026 | 1913 | 925 | 00 | P 1 | Const. Engr. | | 2,[illegible] |
| | 026 | 1913 | 925 | * 00 | N 1 | " | | [illegible] |
| | 026 | 1913 | 926 | 00 | P 1 | Survey Mon. | | [illegible] |
| | 026 | 1913 | 950 | 00 | P 1 | Contingencies | | 1,[illegible] |
| | | | TOT | P1 | | | 1,396 37 | 21[illegible] |
| | | | TOT | N1 | | | 86 33 | [illegible] |
| | | | ** JOB TOTALS ** | | | ** | 1,482 70 ** | 235,[illegible] 52 ** |

| | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| SW 65TH AVE-CAPITOL HWY | CONT NO | | * FA PROJ NOS | | XI | 9228002 100 | X10 | 9228002 | | X 0 9228002 | | | | STATE |
| | 026 | 1914 | 895 | | 00 | N 9 | | | | | | | [illegible] | |
| | 026 | 1914 | 896 | | 00 | N 9 | | | | 29.61 | | | [illegible] | |
| | 026 | 1914 | 898 | | 00 | N 9 | | | | 29.61 | P | | [illegible] | |
| | 026 | 1914 | 901 | | 00 | P 1 | Proj Mgr. | | | | | | [illegible] | |

| PREFIX | GRP FL | FED AID PROJ APPR | AGREEMENT AMOUNT | TOTAL COSTS TO DATE | PARTIC AMOUNT | % OF PARTIC | FEDERAL SHARE | AMOUNT PREV. CLAIMED | ADJUSTMENT AMT CODE | AMOUNT OF THIS VOUCHER |
|---|---|---|---|---|---|---|---|---|---|---|
| 024-1968 | 1 XI | -0026-018 APPR-823 | 232,000.00 | 252,899.24 | 252,372.20 | 85.00 | 214,516.37 | 214,454.33 | | 62.04 |
| | 2 XI0 | -0026-018 APPR-580 | 154,275.00 | 181,500.00 | 181,500.00 | 85.00 | 154,275.00 | 154,275.00 | | |
| 024-1968 | PREFIX TOTALS | | 386,275.00 | 434,399.24 | 433,872.20 | | 368,791.37 | 368,729.33 | | 62.04 |
| 024-1969 | 1# H | -1706-002 APPR-432 | 780.29 | 909.75 | 909.75 | 85.77 | 780.29 | 780.29 | | |
| 024-1973 | 1# HES | -0026-019 APPR-141 | 19,647.68 | 21,914.21 | 21,830.76 | 90.00 | 19,647.68 | 19,647.68 | | |
| 024-1986 | 1 HES | -0026-022 APPR-141 | 8,820.00 | 8,207.47 | 8,124.02 | 90.00 | 7,311.62 | 7,311.62 | | |
| 024-1987 | 1# HES | -0026-024 APPR-141 | 5,587.52 | 6,475.13 | 6,208.36 | 90.00 | 5,587.52 | 5,587.52 | | |
| 024-1992 | 1 HES | -0042-001 APPR-141 | 11,250.00 | 25,502.27 | 25,502.27 | 90.00 | 22,952.04 | 11,250.00 | 11,702.04 B | |
| 024-1993 | 1 HES | -0042-002 APPR-141 | 20,700.00 | 22,873.30 | 22,873.30 | 90.00 | 20,585.97 | 20,585.97 | | |
| 024-1995 | 1 F | -0042-027 APPR-010 | 567.93 | 664.06 | 664.06 | 85.79 | 569.87 | 567.93 | 1.94 B | |
| 026-1972 | 1# F | -0042-003 APPR-010 | 179,513.79 | 202,967.74 | 203,676.84 | 88.19 | 179,513.79 | 179,513.79 | | |
| 026-1979 | 1 F | -0042-006 APPR-010 | 122,528.00 | 24,875.80 | 24,604.95 | 89.16 | 21,771.64 | 21,400.69 | | 329.42 |
| 026-1905 | 1# XI | -0042-001 APPR-141 | 189,794.40 | 222,497.23 | 221,335.89 | 85.80 | 189,794.40 | 189,794.40 | | |
| 026-1906 | 1 XI | -0042-029 APPR-523 | 350,000.00 | 408,299.31 | 407,367.31 | 85.80 | 349,512.81 | 349,516.57 | | |
| | 2# U | -0042-029 APPR-525 | | | | 85.80 | | | | |
| | 3# F | -0042-029 APPR-010 | | | | 85.80 | | | | |
| 026-1906 | PREFIX TOTALS | | 350,000.00 | 408,299.31 | 407,367.31 | | 349,512.81 | 349,516.57 | | |
| 026-1902 | 1# XI | -0042-010 APPR-523 | 6,979.92 | 8,135.10 | 8,135.10 | 85.80 | 6,979.92 | 6,979.92 | | |
| 026-1910 | 1# XI | -0042-012 APPR-523 | 76.00 | 88.58 | 88.58 | 85.80 | 76.00 | 76.00 | | |
| | 2# XI0 | -0042-012 APPR-772 | 2,577.14 | 3,003.67 | 3,003.66 | 85.80 | 2,577.14 | 2,577.14 | | |
| 026-1910 | PREFIX TOTALS | | 2,653.14 | 3,092.25 | 3,092.24 | | 2,653.14 | 2,653.14 | | |
| 026-1913 | 1# XI | -9565-006 APPR-523 | 199,567.53 | 235,869.58 | 232,677.55 | 85.77 | 199,567.53 | 199,567.53 | | |
| 026-1914 | 1 XI | -9222-002 APPR-523 | 147,650.04 | 208,340.12 | 205,280.76 | 85.00 | 174,573.64 | 147,650.04 | 26,923.61 B | |
| | 2 XI0 | -9222-002 APPR-772 | 44,795.00 | 52,700.00 | 52,700.00 | 85.00 | 44,795.00 | 44,795.00 | | |
| | 3 XI0 | -9222-002 APPR-580 | 49,321.38 | 58,025.15 | 58,025.15 | 85.00 | 49,321.38 | 49,321.38 | | |
| 026-1914 | PREFIX TOTALS | | 241,766.42 | 319,065.27 | 316,005.91 | | 268,690.03 | 241,766.42 | 26,923.61 | |

(ORIGINAL)

26-1012

FORM APPROVED BY COMPTROLLER GENERAL, U.S. MAY 22, 1966

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATIO

STATE VOUCHER NO.

**VOUCHER FOR WORK PERFORMED UNDER PROVISIONS OF THE FEDERAL AID AND FEDERAL HIGHWAY ACTS, AS AMENDED**

FHWA VOUCHER NO.

APPROPRIATION

FHWA SCHEDULE NO.

THE UNITED STATES, DR., TO *(Insert official or depositary named in project agreement)*

TREASURER OF THE STATE OF OREGON

PAID BY

ADDRESS

CAPITAL BUILDING, SALEM, OR 97310

*(For use of Paying Office)*

STATE

OREGON

VOUCHER TYPE *(Check Appropriate Block)*

☐ CURRENT BILLING

VOUCHER PERIOD

FROM 7-17-80

TO 1-26-84

☐ OTHER PROGRESS

☒ FINAL VOUCHER (*)

FEDERAL AID PROJECT NO.

IX-9565(12)

*(*) Use Form FHWA-1447 for Final Voucher for a project constructed under certification acceptance or secondary road procedures (23 U.S.C. 117).*

| | TOTAL ACTUAL COST | TOTAL PARTICIPATING COST | PRO-RATA OF PARTICIPATING COST CLAIMED FROM U.S. | TOTAL AMOUNT CLAIMED FROM U.S. | LESS PREVIOUS PAYMENTS | NET AMOUNT CLAIMED |
|---|---|---|---|---|---|---|
| 772 | $ 493,397.65 | $ 493,397.65 | 85% | $ 419,388.00 | $ 419,388.00 | $0.00 |
| 823 | 3,964,431.70 | 3,903,322.79 | 85% | 3,317,824.37 | 3,317,824.37 | 0.00 |
| | $4,457,829.35 | $4,396,720.44 | 85% | $3,737,212.37 | $3,737,212.37 | $0.00 |

*I certify that the costs shown in this voucher have been incurred in accordance with terms of project agreements; applicable State and Federal laws or regulations; and that no claim has previously been submitted for costs claimed.*

| STATE HIGHWAY AGENCY | DATE | SIGNATURE OF AUTHORIZED OFFICIAL |
|---|---|---|
| OREGON | 12-12-84 | CONTROLLER |

*I certify that supporting records for costs claimed, and the referenced project (if applicable), have been subjected to required reviews, approvals and inspections by the Federal Highway Administration and that the amount approved is justly due.*

AMOUNT SUBMITTED $0.00

ADJUSTMENTS

AMOUNT APPROVED

SIGNATURE OF FHWA REPRESENTATIVE

*(SIGN ORIGINAL ONLY)*

DATE APPROVED

FORM PR-20
(REV. 5-78)

PREVIOUS EDITIONS ARE OBSOLETE

**STATEMENT OF COSTS INCURRED UNDER PROJECT AGREEMENT**

| ITEM NO. | ITEM | QUANITY | UNIT | UNIT PRICE | AMOUNT | NOTATIONS *(Payee must not use this column)* |
|---|---|---|---|---|---|---|
| | S.W. BANCROFT ST. - SELLWOOD BR. (PORTLAND) | | | | | |
| | OSWEGO HIGHWAY | | | | | |
| | MULTNOMAH COUNTY | | | | | |
| | CONSTRUCTION | | | | | |
| | TYPE CODE 6204 | | | | | |
| | ROADWAY (STA. 10+85.74 TO STA. 115+00) | | | | | |
| | FINAL CONTRACT PAYMENT SUMMARY | LUMP SUM | | | $2,798,023.77 | |
| SFO | #1 ADJUST WATER METERS VOULTS, VOLVES, ETC. (BUREAU OF WATER WORKS) | ALL REQUIRED | | | 142,304.21 | |
| SFO | #2 PERMANENT & TEMPORARY PAVEMENT STRIPING (STATE) | ALL REQUIRED | | | 4,632.00 | |
| SFO | #5 TO DE-ENERGIZE A POWER LINE TO PROVIDE CLEARANCE (PGE) | ALL REQUIRED | | | 2,964.99 | |
| SFO | #6 CREDIT FOR COST OF DIFFERENCE IN FENCE (CITY OF PORTLAND) | ALL REQUIRED | | | (836.00) | |
| SFO | #8 INSTALL WATER SERVICE FOR LANDSCAPE IRREGATION SYSTEM (CITY OF PORTLAND) | ALL REQUIRED | | | 16,078.91 | |
| SFO | #9 FURNISH AND PLANT TREES, SHRUBS, AND GROUND COVER (CITY OF PORTLAND) | ALL REQUIRED | | | 276,295.20 | |
| SFO | #10 TO CREDIT PROJECT FOR JOINT TRENCH (STATE) | ALL REQUIRED | | | (18,700.00) | |
| | TOTAL PARTICIPATING PROJECT TYPE CODE 6204 | | | | $3,220,763.08 | |
| | TYPE CODE Y030 | | | | | |
| | ILLUMINATION | | | | | |
| | FINAL CONTRACT PAYMENT SUMMARY | LUMP SUM | | | $ 336,231.77 | |
| SFO | #3 INSTALL AND REMOVE TEMPORARY STREET LIGHTING (PGE) | ALL REQUIRED | | | 23,062.56 | |
| SFO | #4 TO PROVIDE POWER TO THE TEMPORARY LIGHTING (PGE) | ALL REQUIRED | | | 10,087.24 | |
| | TOTAL PARTICIPATING TYPE CODE Y031 | | | | $ 369,381.57 | |
| | TYPE CODE Y031 | | | | | |
| | SIGNALS (INTERSECTIONS BOUNDARY, PENDLETON, NEBRASKA AND NEVADA STREETS) | | | | | |
| | FINAL CONTRACT PAYMENT SUMMARY | LUMP SUM | | | $ 317,886.76 | |
| | TOTAL PARTICIPATING OCNSTRUCTION COST | | | | $3,908,031.41 | |
| | CONSTRUCTION ENGINEERING | | | | | |
| | WORK BY CITY OF PORTLAND | ALL REQUIRED | | | $ 14,616.77 | |
| | STATE | ALL REQUIRED | | | 471,747.39 | |
| | TOTAL PARTICIPATING CONSTRUCTION ENGINEERING COST | | | | $ 486,364.16 | |
| | MISC PROJECT COST | | | | | |
| | AUDIT EXPENSE | ALL REQUIRED | | | $ 1,958.99 | |
| | EEO MONITORING EXPENSE | ALL REQUIRED | | | 365.88 | |
| | TOTAL PARTICIPATING MISC PROJECT COST | | | | $ 2,324.87 | |
| | TOTAL PARTICIPATING PROJECT COST | | | | $4,396,720.44 | |
| | NON PARTICIPATING PROJECT COST | | | | | |
| | FINAL CONTRACT PAYMENT SUMMARY | LUMP SUM | | | $ 203,074.40 | |
| | INTEREST ON FINAL PAYMENTS | ALL REQUIRED | | | 25.35 | |
| SFO | #7 CREDIT CONTRACT FOR COST OF INSTALLATION, ADMINISTRATION INSPECTION FOR 60" WATER MAIN | ALL REQUIRED | | | (145,870.04) | |
| | **AMOUNT CARRIED FORWARD .....** | | | | | |

FORM PR-20B (REV. 5-66)
FORM APPROVED BY
COMPTROLLER GENERAL,
U.S. MAY 12, 1966
IN LIEU OF SF-1166

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

# STATEMENT OF COSTS INCURRED UNDER PROJECT AGREEMENT

*(PPM 30-6)*

| FEDERAL AID PROJECT | STA | |
|---|---|---|
| | COUNTY | |
| | NUMBER | SECTION |

| ITEM NO. | ITEM | QUANTITY | UNIT | UNIT PRICE | AMOUNT | NOTATIONS (Payee must not use this column) |
|---|---|---|---|---|---|---|
| SFO | #11 TO CREDIT PROJECT FOR EXCESS 4" DRAIN PIPE (STATE) | ALL REQUIRED | | | (1,240.25) | |
| | CONSTRUCTION ENGINEERING (STATE) | ALL REQUIRED | | | 5,119.45 | |
| | TOTAL NON PARTICIPATING PROJECT COST | | | | $ 61,108.91 | |
| | TOTAL PROJECT COST | | | | $4,457,829.35 | |
| | PREPARED BASED ON PARTICIPATING COST AS SHOWN ON THE FEDERAL BILLING AS OF 10-25-84. | | | | | |

PREVIOUS EDITIONS ARE OBSOLETE

USCOMM-DC 27329-P66

## STATEMENT OF COSTS INCURRED UNDER PROJECT AGREEMENT

| ITEM NO. | ITEM | QUANTITY | UNIT | UNIT PRICE | AMOUNT | NOTATIONS *(Payee must not use this column)* |
|---|---|---|---|---|---|---|
| | | | | | | |

AMOUNT CARRIED FORWARD.

| DESCRIPTION | PREFIX | FUNCTION | SUB | F | GR | CURRENT MONTH | FISCAL YEAR TO DATE | GRAND TOTAL TO DATE | ACTIVE YRS BEG | ACTIVE YRS END |
|---|---|---|---|---|---|---|---|---|---|---|
| | 026 | 1011 | 941 | 00 | P | 1 | | | 81 | 82 |
| | 026 | 1011 | 944 | 00 | P | 1 | | | 81 | 82 |
| | 026 | 1011 | 945 | 00 | P | 1 | | | 81 | 82 |
| | 026 | 1011 | 948 | 00 | P | 1 | | | 81 | 82 |
| | | | TOT | P1 | | | | | | |
| | | | TOT | N1 | | | | | | |
| | | | ** JOB TOTALS ** | | | | ** | ** | ** | |
| SW BANCROFT ST-SELLWOOD BR | CONT NO 9183 * FA PROJ NOS X1 9565012 100 X10 9565012 | | | | | | | | STATE | |
| | 026 | 1012 | 201 | 00 | P | 1 | | | | |
| | 026 | 1012 | 201 | 00 | P | 2 | | | | |
| | 026 | 1012 | 201 | * 00 | P | 1 | | | | |
| | 026 | 1012 | 202 | 00 | P | 1 | | | | |
| | 026 | 1012 | 206 | * 00 | N | 1 | | | | |
| | 026 | 1012 | 210 | * 00 | P | 1 | | | | |
| | 026 | 1012 | 210 | 00 | P | 1 | | | | |
| | 026 | 1012 | 210 | 00 | P | 1 | | | | |
| | 026 | 1012 | 210 | 00 | P | 1 | | | | |
| | 026 | 1012 | 210 | 00 | P | 1 | | | | |
| | 026 | 1012 | 210 | 00 | P | 1 | | | | |
| | 026 | 1012 | 210 | 00 | P | 1 | | | | |
| | 026 | 1012 | 210 | 00 | P | 1 | | | | |
| | 026 | 1012 | 210 | 00 | P | 1 | | | | |
| | 026 | 1012 | 210 | 00 | P | 1 | | | | |
| | 026 | 1012 | 210 | 00 | P | 1 | | | | |
| | 026 | 1012 | 210 | * 00 | P | 1 | | | | |
| | 026 | 1012 | 211 | 00 | P | 1 | | | | |
| | 026 | 1012 | 211 | 00 | P | 2 | | | | |
| | 026 | 1012 | 211 | * 00 | P | 1 | | | | |
| | 026 | 1012 | 220 | 00 | P | 1 | | | | |
| | 026 | 1012 | 220 | 00 | P | 2 | | | | |
| | 026 | 1012 | 220 | * 00 | P | 1 | | | | |
| | 026 | 1012 | 230 | 00 | P | 1 | | | | |
| | 026 | 1012 | 230 | 00 | P | 2 | | | | |
| | 026 | 1012 | 230 | * 00 | P | 1 | | | | |
| | 026 | 1012 | 240 | 00 | P | 1 | | | | |
| | 026 | 1012 | 240 | 00 | P | 2 | | | | |
| | 026 | 1012 | 240 | * 00 | P | 1 | | | | |
| | 026 | 1012 | 250 | 00 | P | 1 | | | | |
| | 026 | 1012 | 250 | 00 | P | 2 | | | | |
| | 026 | 1012 | 250 | * 00 | P | 1 | | | | |
| | 026 | 1012 | 260 | 00 | P | 1 | | | | |
| | 026 | 1012 | 260 | 00 | P | 2 | | | | |
| | 026 | 1012 | 260 | * 00 | P | 1 | | | | |
| | 026 | 1012 | 270 | 00 | P | 1 | | | | |
| | 026 | 1012 | 270 | 00 | P | 2 | | | | |
| | 026 | 1012 | 270 | * 00 | P | 1 | | | | |
| | 026 | 1012 | 280 | 00 | P | 1 | | | | |
| | 026 | 1012 | 280 | 00 | P | 2 | | | | |
| | 026 | 1012 | 280 | * 00 | P | 1 | | | | |
| | 026 | 1012 | 290 | 00 | P | 1 | | | | |
| | 026 | 1012 | 290 | 00 | P | 2 | | | | |
| | 026 | 1012 | 290 | * 00 | P | 1 | | | | |
| | 026 | 1012 | 941 | 00 | P | 1 | | | | |
| | 026 | 1012 | 944 | 00 | P | 1 | | | | |
| | 026 | 1012 | 945 | 00 | P | 1 | | | | |
| | 026 | 1012 | 946 | 00 | P | 1 | | | | |
| | 026 | 1012 | 948 | 00 | P | 1 | | | | |

ACCOUNT SUMMARY - EXPENDITURES & LEDGERS — JANUARY 1985 — 

| DESCRIPTION | PREFIX | FUNCTION | SUB | F. | GR | CURRENT MONTH | FISCAL YEAR TO DATE | GRAND TOTAL TO DATE | ACTIVE YRS BEG | ACTIVE YRS END |
|---|---|---|---|---|---|---|---|---|---|---|
| | 026 | 1012 | 950 | 00 | P 1 | Training | | 2,[illegible]19.80 | 80 | 82 |
| | 026 | 1012 | 950 | *00 | N 1 | | | 61.30 | 81 | 81 |
| | 026 | 1012 | 960 | 00 | N 1 | | 996.25CR | | 81 | 84 |
| | 026 | 1012 | 985 | 00 | P 1 | EEO Mentor | | 365.88 | 80 | 82 |
| | | | TOT | P1 | | | 494.04CR | 3,903,321.79 | | |
| | | | TOT | P2 | | | .01 | 493,397.65 | | |
| | | | TOT | N1 | | | 56,074.83 | 61,108.91 | | |
| | | | TOT | N9 | | | 59,300.00CR | | | |
| | | | ** JOB TOTALS ** | | | ** | 3,719.20CR** | 4,457,829.35 | ** | |

MT HOOD HWY-SE HOGAN RD — CONT NO 9194 = FA PROJ NOS HES 0024019 39 HES 0024020 61 — HES [illegible]0 — STATE

| | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| | 026 | 1013 | 201 | 00 | P 1 | | | 54,[illegible] | [illegible] | 82 |
| | 026 | 1013 | 201 | 00 | P 2 | | | 103,[illegible] | [illegible] | 82 |
| | 026 | 1013 | 201 | 00 | P 8 | | | 1,[illegible] | 82 | 82 |
| | 026 | 1013 | 201 | 00 | N 1 | | | [illegible] | 81 | 81 |
| | 026 | 1013 | 201 | 00 | N 2 | | | [illegible] | 81 | 81 |
| | 026 | 1013 | 203 | 00 | P 1 | | | 4,[illegible]CR | [illegible] | [illegible] |
| | 026 | 1013 | 203 | 00 | P 2 | | | 6,[illegible]CR | [illegible] | [illegible] |
| | 026 | 1013 | 205 | 00 | N 1 | | | [illegible] | [illegible] | [illegible] |
| | 026 | 1013 | 205 | 00 | N 2 | | | [illegible] | [illegible] | [illegible] |
| | 026 | 1013 | 210 | 02 | P 2 | | | [illegible] | [illegible] | [illegible] |
| | 026 | 1013 | 270 | 01 | P 1 | | | 1,[illegible] | [illegible] | [illegible] |
| | 026 | 1013 | 270 | 01 | P 2 | | | 1,[illegible] | [illegible] | [illegible] |
| | 026 | 1013 | 280 | 01 | P 1 | | 5.35 | [illegible] | [illegible] | [illegible] |
| | 026 | 1013 | 280 | 01 | P 2 | | 8.36 | [illegible] | [illegible] | [illegible] |
| | 026 | 1013 | 284 | 01 | N 1 | | 4.40 | [illegible] | [illegible] | [illegible] |
| | 026 | 1013 | 284 | 01 | N 2 | | 6.89 | [illegible] | [illegible] | [illegible] |
| | 026 | 1013 | 290 | 00 | N 9 | | 3,836.90CR | 158,[illegible]CR | [illegible] | [illegible] |
| | 026 | 1013 | 291 | 00 | N 9 | | 3,836.93 | 158,[illegible] | [illegible] | [illegible] |
| | 026 | 1013 | 900 | 00 | P 1 | | | 8,[illegible] | [illegible] | [illegible] |
| | 026 | 1013 | 900 | 00 | P 2 | | | 13,[illegible] | [illegible] | [illegible] |
| | 026 | 1013 | 900 | 00 | N 1 | | 112.08 | [illegible] | [illegible] | [illegible] |
| | 026 | 1013 | 900 | 00 | N 2 | | | [illegible] | [illegible] | [illegible] |
| | 026 | 1013 | 920 | 00 | P 1 | | | [illegible] | [illegible] | [illegible] |
| | 026 | 1013 | 920 | 00 | P 2 | | | [illegible] | [illegible] | [illegible] |
| | 026 | 1013 | 940 | 00 | P 1 | | | [illegible] | [illegible] | [illegible] |
| | 026 | 1013 | 940 | 00 | P 2 | | | [illegible] | [illegible] | [illegible] |
| | 026 | 1013 | 941 | 00 | P 1 | | | [illegible] | [illegible] | [illegible] |
| | 026 | 1013 | 941 | 00 | P 2 | | | [illegible] | [illegible] | [illegible] |
| | 026 | 1013 | 944 | 00 | P 1 | | | [illegible] | [illegible] | [illegible] |
| | 026 | 1013 | 944 | 00 | P 2 | | | [illegible] | [illegible] | [illegible] |
| | 026 | 1013 | 945 | 00 | P 1 | | | [illegible] | [illegible] | [illegible] |
| | 026 | 1013 | 945 | 00 | P 2 | | | [illegible] | [illegible] | [illegible] |
| | 026 | 1013 | 946 | 00 | P 1 | | | [illegible] | [illegible] | [illegible] |
| | 026 | 1013 | 946 | 00 | P 2 | | | [illegible] | [illegible] | [illegible] |
| | 026 | 1013 | 948 | 00 | P 1 | | | [illegible] | [illegible] | [illegible] |
| | 026 | 1013 | 948 | 00 | P 2 | | | [illegible] | 81 | 81 |
| | | | TOT | P1 | | | 5.35 | 60,[illegible] | [illegible] | [illegible] |
| | | | TOT | P2 | | | 8.36 | 113,[illegible] | [illegible] | [illegible] |
| | | | TOT | P8 | | | | 1,[illegible] | [illegible] | [illegible] |
| | | | TOT | N1 | | | 116.48 | [illegible] | [illegible] | [illegible] |
| | | | TOT | N2 | | | 6.89 | [illegible] | [illegible] | [illegible] |
| | | | ** JOB TOTALS ** | | | ** | 137.08 ** | 176,912.17 | ** | |

E01 OREGON STATE HIGHWAY DIVISION 02/14/85 PAGE 21

BILLING NUMBER 31 FHWA BILL'NG VOUCHER

| PREFIX | GRP | FL | FED AID PROJ | APPR | AGREEMENT AMOUNT | TOTAL COSTS TO DATE | PARTIC. AMOUNT | % OF PARTIC. | FEDERAL SHARE | AMOUNT PREV. CLAIMED | ADJUSTMENT AND CODE | AMOUNT OF THIS VOUCHER |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 025-1077 | 1L | F | -0086-005 | APPR-010 | 2225,808.14 | 2224,712 13 | 2196,711.90 | 88.15 | 1936,401.54 | 2182,755.40 | 246,400 14 L | 46 28 |
| 026-1003 | 5# | XI | -0024-008 | APPR-823 | 3494,836.68 | 4085,311.18 | 4074,660.93 | 85.77 | 3494,836 68 | 3494,836 68 | | |
| 026-1004 | 1# | XI | -0026-010 | APPR-823 | 129,538.63 | 150,982.45 | 150,977 42 | 85.80 | 129,538 63 | 129,538 63 | | |
| 026-1008 | 1 | XI | -9809-005 | APPR-823 | 3663,730.00 | 4160,363.89 | 4153,283.54 | 85.00 | 3530,291.01 | 3530,291 01 | | |
| 026-1010 | 1 | XI | -9809-006 | APPR-823 | 2449,345.00 | 2806,458 47 | 2792,431.72 | 85 00 | 2373,566 96 | 2373,566 96 | | |
| | 8 | XI | -9809-006 | APPR-823 | 45,000 00 | 49,192.10 | 49,161 21 | 85 00 | 41,787 03 | 41,787 03 | | |
| 026-1010 | PREFIX TOTALS | | | | 2494,345 00 | 2855,650 57 | 2841,592 93 | | 2415,353 99 | 2415,353 99 | | |
| 026-1011 | 1# | XI | -0024-024 | APPR-823 | 45,421.31 | 53,446 48 | 53,436 84 | 85 00 | 45,421 31 | 45,421 31 | | |
| 026-1012 | 1# | XI | -9666-012 | APPR-823 | 3317,824.37 | 3964,431.70 | 3903,322.79 | 85.00 | 3317,824.37 | 3317,824.37 | | |
| | 2# | X10 | -9666-012 | APPR-772 | 419,388 00 | 493,397.65 | 493,397 65 | 85 00 | 419,388 00 | 419,388 00 | | |
| 026-1012 | PREFIX TOTALS | | | | 3737,212.37 | 4457,829.35 | 4396,720 44 | | 3737,212 37 | 3737,212 37 | | |
| 026-1013 | 1 | HES | -0024-019 | APPR-141 | 56,755.00 | 61,358 16 | 60,675 06 | 90 00 | 54,607 55 | 54,607 55 | | |
| | 2 | HES | -0024-020 | APPR-141 | 105,763.00 | 113,727.01 | 113,532 42 | 90 00 | 102,179 18 | 102,179 18 | | |
| | 8 | HES | -0024-020 | APPR-141 | 1,700.00 | 1,827 00 | 1,827.00 | 90 00 | 1,644 30 | 1,644 30 | | |
| 026-1013 | PREFIX TOTALS | | | | 164,218.00 | 176,912.17 | 176,034 48 | | 158,431 03 | 158,431 03 | | |
| 026-1014 | 1# | XI | -9807 | APPR-01 | 363,754.27 | 428,955 03 | 427,945 30 | 85 00 | 363,753 50 | 363,753 50 | | |
| 026-1015 | 1 | X10 | -0024-003 | APPR-772 | 40,931.00 | 26,293.43 | 26,293.43 | 85 00 | 22,349 42 | 22,349 42 | | |
| 026-1016 | 1 | X10 | -9761-005 | APPR-772 | 28,033.00 | 32,471.35 | 34,508.17 | 85 00 | 29,331 94 | 28,033 00 | 1 298 94 B | |
| 026-1017 | 1 | X10 | -0024-029 | APPR-772 | 908,269.00 | 1073,237.04 | 1042,155 16 | 85 00 | 885,831 89 | 885,831 89 | | |
| | 2 | X10 | -0024-029 | APPR-680 | 95,526.00 | 108,776.98 | 108,776 98 | 85 00 | 92,460 43 | 92,460 43 | | |
| | 8 | X10 | -0024-029 | APPR-772 | 33,000.00 | 38,872.85 | 38,772.01 | 85 00 | 32,956 21 | 32,956 21 | | |
| 026-1017 | PREFIX TOTALS | | | | 1036,795.00 | 1220,886.87 | 1189,704 15 | | 1011,048 53 | 1011,048 53 | | |
| 026-1018 | 1# | HES | -0024-028 | APPR-141 | 62,727.12 | 73,754 27 | 69,696.80 | 90 00 | 62,727 12 | 62,727 12 | | |
| 026-1019 | 1 | F | -2702-010 | APPR-010 | 2201,146.00 | 2444,482.85 | 2442,083.15 | 88 18 | 2153,428 92 | 2153,428 92 | | |
| 026-1020 | 1# | X10 | -9713-003 | APPR-772 | 193,147.92 | 226,525.95 | 227,232.85 | 85.00 | 193,147 92 | 193,147 92 | | |

r11

cc: OSHD Coulter) STATE COPY

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

**FINAL ACCEPTANCE REPORT**

| REGION NO. | REPORT NO. | COUNTY | DIVISION |
|---|---|---|---|
| 10 | 5 | Multnomah | Oregon |
| **DATE OF REPORT** | **REPORT MADE BY** | | **PROJECT NO.** |
| 1/23/84 | Thomas P. Lowe, Area Engineer | | IX-9565(12) |
| **COMPLETION DATE** | **ACCEPTANCE DATE BY CONTRACT AGENCY** | **TIME ELAPSED** | **CONTRACT TIME** |
| 7/23/82 | 3/22/83 | 150 % | 450 days |
| **APPROVED EXTENSIONS** | **LOCATION** | | |
| 227 days | See Below | | |

*The PR-47, Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds, has been submitted.

*A copy of the State's materials certificate is attached to the Division office copy of this report.
There is compliance with section 1.23 of the Regulations pertaining to encroachments on the right-of-way.

**REMARKS:** *The project has been completed in reasonably close conformity with the approved plans and specifications including authorized changes and extra work.*

SW BANCROFT STREET - SELLWOOD BRIDGE (PORTLAND)
OSWEGO HIGHWAY
Grading, Paving, Signing, Illumination & Signals

This project provided for the complete reconstruction of the subject street to a four lane section with a raised landscaped median area. Also sidewalks were constructed on both sides.

The power line guide pole adjacent to Taylors Ferry Road mentioned in my final inspection report has been relocated.

RECEIVED
STATE HWY ENGR
JAN 27 '84
REFER TO
FOR
Info

*NOTE: Not applicable for direct federal projects.

| ACCEPTANCE OF PROJECT IS RECOMMENDED | | ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION | |
|---|---|---|---|
| SIGNATURE: Thomas P. Lowe — Original Signed by T. P. LOWE | | SIGNATURE: G. K. Hossner — Original Signed By G. K. HOSSNER | |
| TITLE: Area Engineer | DATE: 1/24/84 | TITLE: Field Operations Engineer | DATE: 1/26/84 |

FORM FHWA-1446 B (12-73) FORMERLY PR 33E

Previous Editions of PR-33E Will Not Be Used.

May 16, 1983

The Travelers Indemnity Co.
Surety Department
707 S.W. Washington Street
Portland, OR 97205

CON 5
#9183

Gentlemen:

On March 24, 1983, we wrote to you concerning release of final payment on Contract No. 9183 awarded to Cascade Construction Company, Inc. for work on the S.W. Bancroft St.-Sellwood Bridge on Oswego Highway in Multnomah County.

Final payment on this contract is $298.29. The total contract amount is $3,655,216.70 including $110,832.59 for work performed under force account.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

ks

cc: Cascade Construction Company, Inc.
P.O. Box 4267
Portland, OR 97208

Don Reger and Company
200 Market Bldg.
Portland, OR 97201

bc: C. T. Keasey
Walt Hart
E. L. Hardt

REPORT OF ACTION UNDER DELEGATED AUTHORITY BY

ASSISTANT STATE HIGHWAY ENGINEER

On behalf of the Commission and under delegated authority, the following contracts were accepted as being completed according to specifications:

| Contractor and Contract No. | Section and County | Acceptance Date |
|---|---|---|
| Donald M. Drake Co.<br>No. 8893 | NE Failing St.-NE Hancock St. (N. Banfield Intchge.)<br>Multnomah County | March 9, 1983 |
| R. L. Coats<br>No. 9527 | Deschutes Pl.-Lafayette Ave. (Bend)<br>Deschutes County | March 15, 1983 |
| Cascade Const. Co.<br>No. 9025 | N.Main Ave.-Bull Run Rd.<br>Multnomah County | March 16, 1983 |
| R. L. Coats<br>No. 9535 | Sisters Truck Scale<br>Deschutes County | March 16, 1983 |
| Jack Robinson & Sons, Inc.<br>No. 9526 | Deschutes Pl.-Lafayette Ave. (Bend)<br>Deschutes County | March 16, 1983 |
| Fabricators, Inc.<br>No. 9381 | Elkhead Rd.Intchge.-Rice Hill Intchge.<br>Douglas County | March 17, 1983 |
| J. C. Compton Co.<br>No. 9420 | 32nd St.-Crest Motel (Astoria)<br>Clatsop County | March 17, 1983 |
| Ajax Electric Co.<br>No. 9427 | Columbia River Hwy. @ SW E.M. Watts Rd. & SW Maple St. (Scappoose)<br>Columbia County | March 17, 1983 |
| Siuslaw Construction Co.<br>No. 9204 | Sundial-Sandy River<br>Multnomah County | March 21, 1983 |
| Cascade Const. Co.,Inc.<br>No. 9183 | SW Bancroft St.-Sellwood Br. (Portland)<br>Multnomah County | March 22, 1983 |
| Steve Pyles, General Contractors, Inc.<br>No. 9500 | N. Fk. Ash Creek (Hoffman Road) Bridge<br>Polk County | March 22, 1983 |

| Contractor and Contract No. | Section and County | Acceptance Date |
|---|---|---|
| Auburn Const. Co. No. 9399 | Abiqua Creek Bridge Marion County | March 29, 1983 |
| A. K. Lundmark & Son, Inc. No. 9423 | Westport Slough (Woodson) Bridge Columbia County | March 29, 1983 |
| Wildish Const. Co. No. 9352 | Dexter County Park Road-Minnow Creek Lane County | March 29, 1983 |

April 4, 1983

W. E. Schwartz, P.E.
Asst. State Highway Engineer

# HIGHWAY DIVISION
# INVOICE

INVOICE NUMBER: 136665

SEND REMITTANCE TO:
OREGON STATE HIGHWAY DIVISION
TRANSPORTATION BUILDING
SALEM, OREGON 97310

| DATE | YOUR ORDER NUMBER | BILLING REQ. NUMBER |
|---|---|---|
| 3/30/83 | | CA 1328 |

| CODE | PREFIX | FUNC | SUB FUNC | OBJECT | P/N GROUP | AMOUNT |
|---|---|---|---|---|---|---|
| PORTHAL | | 324 | 02 | | | 367.77 |

- CITY OF PORTLAND
- 203 CITY HALL
- PORTLAND OR 97204

FOLD

| DESCRIPTION | TOTAL PRICE |
|---|---|
| FINAL SETTLEMENT ON M-9565(1), SW MACADAM AVE CORRIDOR STUDY. | |
| TOTAL PROJECT COST | 17,280.53 |
| LESS: FEDERAL PARTICIPATION | (14,680.68) |
| LESS: STATE SHARE OF PROJECT | (1,214.84) |
| LESS: AMOUNT PAID BY CITY OF PORTLAND | (1,017.24) |
| | 367.77 |

FINAL
110.00

IF YOU HAVE QUESTIONS ON THIS INVOICE, PLEASE CONTACT:
KEN HUSBY PH: 1-800-452-7813 EX. 8-6514 FOR CORRECTNESS OF CHARGES
OR DIANE GALIDA PH: 1-800-452-7813 EX. 8-5035 PREPARER OF INVOICE

734-1150 (7-81)

OREGON STATE HIGHWAY DIVISION

ITEMIZED STATEMENT OF FINAL COSTS — DATE: 3/18/83

CITY: PORTLAND — AGREEMENT NO: 5918 — PROJECT NO: M-9565(1)

CONTRACT NO: City Forces — SECTION: SW Macadam Avenue Cooridor Study

| | |
|---|---|
| PARTICIPATING WORK BY CITY | $14,327.42 |
| PARTICIPATING WORK BY STATE | |
| Monitoring Expenses: | |
| Resident Engineer | $ 1,278.39 |
| Traffic | 1.48 |
| Location | 2.50 |
| Environmental | 2.10 |
| Audit | 65.20 |
| Planning | 1,433.26 |
| Total Participating Cost | $17,110.35 |
| Less: City Work Previously Reimbursed at 92.9% | 14,327.42 |
| BALANCE SUBJECT TO MATCH | $ 2,782.93 |
| NON-PARTICIPATING WORK BY STATE | |
| Resident Engineer | $ 170.18 |

COMPUTATION OF CITY SHARE:

$$\text{City Share} = \frac{(100\% - 85.8\%)}{2} \times \$2{,}782.93 + (100\% \text{ of } \$170.18)$$

City Share = 7.1% x $2,782.93 + $170.18

City Share = $197.59 + $170.18 =

City Share = $367.77

DUE FROM CITY = $367.77

FORM E-1 (REV 12-66)

OREGON STATE HIGHWAY DEPAR. NT

# FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE DIVISIONS

| | | |
|---|---|---|
| SECTION: S.W. BANCROFT - SELLWC BRIDGE (PORTLAND) | | WEEK ENDING: FEBRUARY 12, 1983 |
| | | SECTION PREFIX: 26-1012 |
| HIGHWAY: OSWEGO (MACADAM) | | COUNTY: MULTNOMAH |
| NAME OF JOB: S.W. MACADAM AVENUE | KIND OF WORK: GRADING, PAVING, SIGNING, ILLUMINATION & SIGNALS | |
| CONTRACTOR: CASCADE CONSTRUCTION CO., INC. | CONTRACT NUMBER: 9183 | FEDERAL AID PROJECT NUMBER: IX-9565(12) |
| DATE OF CONTRACT: SEPTEMBER 2, 1980 | DATE WORK STARTED: OCTOBER 7, 1980 | ESTIMATED COMPLETION DATE: |
| AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 0 SUPERVISION: 0 | SPECIFIED WORK DAYS / SPECIFIED CALENDAR DAYS: 677 | WORK DAYS USED / CALENDAR DAYS USED: 677 |
| PROJECT AUTHORIZATION: $ 4,500,000.13 | SPECIFIED COMPLETION DATE: | PERCENT OF TIME ELAPSED: 100% |
| EXCLUSIVE OF ENGINEERING: $ 4,181,604.73 | ENGINEERING AUTHORIZATION: $ 318,395.40 | PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100% |
| ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 4,050,000.00 | ENGINEERING COST TO DATE: $ 490,725.40 | PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 102.2% |
| EST. COST OF ENGIN. OVERRUN: $ 550,000.00 | PERCENT OF AUTHORIZATION: 154.12 % | DATE PROJECT WAS COMPLETED: JULY 23, 1982 |
| ESTIMATED PERCENT: 2.2 % | | |

## ESTIMATED PERCENT COMPLETE (ROADWORK)

| CLEARING | DRAINAGE | GRADING | BASE | OIL AND/OR PAVE. | MAT'L PROD | ILLUM. & SIG. | |
|---|---|---|---|---|---|---|---|
| 100% | 100% | 100% | 100% | 100% | | 100% | |

| | GRADING | SURFACING | MAINTENANCE MATERIALS | OIL & BITUMINOUS MACADAM | PAVING |
|---|---|---|---|---|---|
| MILES IN PROJECT 1.97 | | | | | |
| MILES PARTIALLY COMPLETED | | | | | |
| MILES COMPLETED | | | | | |
| TOTAL ESTIMATED QUANTITIES (CONTRACT) | 48,400 CY | 26,000 T | | | 20,185 T |
| TOTAL QUANTITIES CORRECTED TO DATE | 47,200 CY | 26,272 T | | | |
| ESTIMATED QUANTITIES MOVED OR PLACED TO DATE | 47,200 CY | 26,272 T | | | 20,185 T |
| AVERAGE DAILY QUANTITIES | | | | | |
| AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME | | | | | |
| NUMBER OF SHIFTS PER DAY | | | | | |
| HOURS PER SHIFT | | | | | |

EQUIPMENT USED DURING THE WEEK.

NONE

## ESTIMATED PERCENT COMPLETE (STRUCTURES)

| BRIDGE NO. | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| PERCENT | | | | | | | | |

| | | WEATHER | WORK DAYS CHARGED | HOURS DELAY | CAUSE OF DELAY |
|---|---|---|---|---|---|
| SUNDAY | 6 | RAIN | 0 | | |
| MONDAY | 7 | CLOUDY | 0 | | |
| TUESDAY | 8 | RAIN | 0 | | |
| WEDNESDAY | 9 | RAIN | 0 | | |
| THURSDAY | 10 | CLOUDY | 0 | | |
| FRIDAY | 11 | CLOUDY | 0 | | |
| SATURDAY | 12 | ? | 0 | | |

RECEIVED
FEB 14 1983
CONSTRUCTION SECTION

CE CAE FOE OCS SCS BBO OM CA LC TC FE CP

| GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK | |
|---|---|
| SUNDAY 6 | No Activity |
| MONDAY 7 | CITY OF PORTLAND: Finished spraying herbicide. |
| TUESDAY 8 | No Activity |
| WEDNESDAY 9 | No Activity |
| THURSDAY 10 | No Activity |
| FRIDAY 11 | No Activity |
| SATURDAY 12 | No Activity |

**REMARKS**

THE THIRD NOTIFICATION WAS OCTOBER 26, 1982.

ALL SFO'S ARE COMPLETED FOR THIS PROJECT.

THIS IS THE LAST WEEKLY REPORT FOR THIS PROJECT.

SIGNED Nancy Stone LOCATION PORTLAND

FOR: PAUL R. BARNHART

PRIME RESIDENT SUBMIT 2 COPIES WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES

3

STATEMENT OF OVERRUNS AND UNDERRUNS

Project: S.W. Bancroft Street - ~~Sellwood Bridge~~
Highway: Oswego (Macadam)
County: Multnomah

Contract No.: 9183
Prefix: 26-1012
F.A. No.: IX-9565(12)

| Item No. | Item | Unit | Original | Semifinal | ±% |
|---|---|---|---|---|---|
| | SUMMARY | | | | |
| | Bid Items | $ | 3,255,555.00 | 3,111,344.91 | -4% |
| | Anticipated Items | $ | 262,550.00 | 207,843.70 | -21% |
| | Contingencies | $ | 158,314.73 | 663,370.91 | +319% |
| | Engineering | $ | 281,448.40 | 486,700.00 | +73% |
| | Liquidated Damages | $ | ----- | ----- | — |
| | Total | $ | 3,957,868.13 | 4,469,259.52 | +13% |

All substantial changes were evaluated and only those listed below meaningfully affected the total project cost.

INDIVIDUAL OVERRUNS AND UNDERRUNS

| | | | | | |
|---|---|---|---|---|---|
| B.I. 16 | GENERAL EXCAVATION | CU.YD. | 48,400 | 46,470.40 | -4 |

Surface planed some existing A/C rather than excavating.

| | | | | | |
|---|---|---|---|---|---|
| B.I. 17 | TRENCH EXCAVATION | CU.YD. | 9,450 | 9,150.00 | -3 |

Revised drainage that was planned in some areas.

| | | | | | |
|---|---|---|---|---|---|
| B.I. 18 | SPECIAL BACKFILL MATERIAL | CU.YD. | 2,520 | 2,112.99 | -16 |

Existing utility conflicts required reducing trench depth to clear.

| | | | | | |
|---|---|---|---|---|---|
| B.I. 20 | FURNISHING AND PLACING TOPSOIL | CU.YD. | 2,170 | 1,803.10 | -17 |

City Of Portland requested barkmulch, which decreased the depth of topsoil.

| | | | | | |
|---|---|---|---|---|---|
| B.I. 21 | WATERING | M-GAL | 160 | 0 | -100 |

Due to the nature of material, weather and progress of work, water was not required.

| | | | | | |
|---|---|---|---|---|---|
| B.I. 23 | AGGREGATE BASE | TON | 2,000 | 7,297.25 | +265 |

Used the extra material for bad subgrade.

| | | | | | |
|---|---|---|---|---|---|
| B.I. 24 | TREATED BASE MIXTURE | TON | 24,000 | 26,271.623 | +9 |

Used extra material for bad subgrade.

## INDIVIDUAL OVERRUNS AND UNDERRUNS

| Item No. | Item | Unit | Original | Semifinal | ±% |
|---|---|---|---|---|---|
| B.I. 26 | CLASS 'B' ASPHALT CONCRETE MIXTURE | TON | 11,900 | 13,689.184 | +15 |
| Estimate error. A/C was not calculated in island area to stage traffic. | | | | | |
| B.I. 28 | CLASS 'B' ASPHALT CONCRETE MIXTURE IN LEVELING | TON | 5,600 | 6,495.771 | +16 |
| Estimate error. A/C was not calculated in island area to stage traffic. | | | | | |
| B.I. 29 | ASPHALT IN TACK COAT | TON | 32 | 70.165 | +119 |
| Not enough quantity in the Bid Item to do a good job. | | | | | |
| B.I. 33 | 12-INCH SEWER PIPE | LIN.FT. | 8,835 | 8,120.0 | -8 |
| Redesigned drainage system. | | | | | |
| B.I. 34 | 15-INCH SEWER PIPE | LIN.FT. | 565 | 238.0 | -58 |
| Redesigned drainage system. | | | | | |
| B.I. 37 | EXTRA FOR PIPE UNDER PAVEMENT | LIN.FT. | 1,870 | 1,265.0 | -32 |
| Redesigned drainage system. | | | | | |
| B.I. 41 | 4-INCH DRAIN PIPE | LIN.FT. | 19,200 | 13,382.0 | -30 |
| Deleted drain pipe on the east side of the islands. | | | | | |
| B.I. 42 | FILTER FABRIC | SQ.YD. | 18,500 | 7,877.37 | -57 |
| Deleted drain pipe on the east side of the islands. | | | | | |
| B.I. 43 | GRAVEL IN DRAINS | CU.YD. | 1,550 | 686.35 | -56 |
| Deleted drain pipe on east side of the islands. | | | | | |
| B.I. 51 | ADJUSTING MANHOLES | EACH | 53 | 62.0 | +72 |
| Adjusted some manholes rather than reconstructing them. | | | | | |
| B.I. 52 | RECONSTRUCTING CONCRETE MANHOLES | EACH | 25 | 7.0 | -72 |
| 9 Manholes were adjusted rather than reconstructed and 9 manholes planned were reconstructed by others. | | | | | |
| B.I. 53 | ADJUSTING INLETS | EACH | 20 | 7.0 | -65 |
| Could not save and adjust all that were planned. | | | | | |
| B.I. 55 | ROADSIDE SEEDING AND MULCHING | ACRE | 6 | 2.43 | -60 |
| City Of Portland requested barkmulch in place of seeding. | | | | | |

INDIVIDUAL OVERRUNS AND UNDERRUNS

| Item No. | Item | Unit | Original | Semifinal | ±% |
|---|---|---|---|---|---|
| P.A. 5 | TYPE "L" RETAINING WALL | | | | |
| 30504 | SPECIAL WALL BACKFILL | CU.YD. | 259 | 426.79 | +65 |
| More backfill material was required to backfill the area excavated in lieu of shoring. | | | | | |
| 30505 | TEMPORARY SHORING | LUMP SUM | 100% | 0 | -100 |
| Deleted. Excavated in lieu of shoring. | | | | | |
| 30506 | ADDITIONAL SHORING | LIN.FT. | 215 | 0 | -100 |
| Deleted. Excavated in lieu of shoring. | | | | | |
| 30507 | CL4R FENCE | LIN.FT. | 250 | 0 | -100 |
| Deleted by the City Of Portland. | | | | | |
| P.A. 11 | SPECIAL BACKFILL | | | | |
| 31101 | PIPE BACKFILL MATERIAL | CU.YD. | 2,000 | 105.7 | -95 |
| When this P.A. was written, there was no way of knowing how much bad trench excavation could not be used for backfill. | | | | | |

1183

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

# LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO.: IX-9565(12)
2. STATE PROJECT NO.: See below
2A. COUNTY NAME: Multnomah

3. FROM: Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.:

5. ITEM NO.: 80368

6. TO:

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE: 9/13/82

8. FEDERAL ROUTE NUMBER: FAU 9565

9. STATE ROUTE NUMBER: Primary 3

10. GENERAL LOCATION:

SW Bancroft Street - Sellwood Bridge

11. GENERAL DESCRIPTION OF WORK

Credit to project (Pacific NW Bell Telephone Co.)

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

- ☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
- ☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
- ☐ ACQUISITION OF RIGHT-OF-WAY
- ☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
- ☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
- ☒ OTHER *(Specify)* See below

13. REMARKS

I approve the advance authorization date of 9/13/82 as requested in Mr. Keasey's letter of 10/20/82 crediting the subject project for that portion of work on the joint trench chargeable to Pacific Northwest Bell Telephone Co. State Force Order No. 10 representing this credit is approved for a TEC of ($18,700) Federal Funds ($15,895).

RECEIVED
STATE HWY ENGR
NOV 2 '82
REFER TO
McInnes
FOR

| Info | Instrs | R/D | D/R | Sign | Act | File |
|---|---|---|---|---|---|---|
| | | | | | | |

14. DATE: 10/28/82

15. SIGNATURE OF APPROVING OFFICIAL: D. K. Hoagmen

16. TITLE: for Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

# LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO.: IX-9565(12)
2. STATE PROJECT NO.: See below
2A. COUNTY NAME: Multnomah

3. FROM: Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.:

5. ITEM NO.: 80368

6. TO:

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

| 7. DATE AUTHORIZATION EFFECTIVE | 8. FEDERAL ROUTE NUMBER | 9. STATE ROUTE NUMBER |
|---|---|---|
| 10/15/82 | FAU 9565 | Primary 3 |

10. GENERAL LOCATION:

SW Bancroft St. - Sellwood Bridge Section

11. GENERAL DESCRIPTION OF WORK

Revised utility costs

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

- ☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
- ☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
- ☐ ACQUISITION OF RIGHT-OF-WAY
- ☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
- ☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
- [XX] OTHER *(Specify)* See below

13. REMARKS

As requested by Mr. Swan's letter of 10/5/82 I approve the revised utility costs for the adjustment to the City of Portland, Bureau of Water Works water facility relocation to a TEC of $142,368.35 Federal Funds $121,013.00

(Increase TEC $22,008.35 Federal Funds $18,707.00)

RECEIVED
STATE HWY ENGR
OCT 21 '82

10/22
NOTED orig
W. E. SCHWARTZ

REFER TO
FOR

| Info | Inves | R/D | D/R | Sign | Act | File |
|---|---|---|---|---|---|---|
| | | | | | | |

| 14. DATE | 15. SIGNATURE OF APPROVING OFFICIAL | 16. TITLE |
|---|---|---|
| 10/15/82 | E K [illegible] | for Division Administrator |

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

ROW 18-4

October 5, 1982

TO: D. E. Wilken, Division Administrator
Federal Highway Administration

FROM: D. E. Swan
Program Control Engineer

SUBJECT: Cost Overrun
Water Facility Relocation
Bureau of Water Works, City of Portland
S.W. Bancroft St.-Sellwood Bridge Section
Lake Oswego Highway (Macadam Avenue)
Multnomah County
Project No. IX-9565(12)

RECEIVED
TECHNICAL SERVICES
OCT 8 '82
REFER TO
FOR
Info | Invest | R/D | C/R | Sign | Act | File

Reference is made to my letter of May 7, 1980 which submitted an estimate, in the amount of $120,360, and a sketch for the relocation of the Bureau of Water Works facilities in conflict with this project. Reference is also made to your Letter of Approval and/or Authorization (PR-1240), dated July 17, 1980, which approved the relocation agreement with the Bureau of Water Works. Copies of my letter and your PR-1240 are attached.

The water facility relocation work has been completed and final billings received. The final total cost of the relocation work, as audited, is $142,368.35. The total cost overruns the estimated cost by $22,008.96 or 18.29%. The Bureau of Water Works has submitted a letter of explanation, dated September 29, 1982, for the cost overrun. Most of the cost overrun is attributed to wage adjustments and increased labor costs to adjust valve covers. The State's standard procedure is to pave first and adjust manholes and valves by hand later.

Your approval for federal participation in the total water facility relocation cost of $142,368.35 is requested.

JMC/DES/llr
Attachment
cc: E. S. Hunter
J. M. Cartwright
Gary Kennen

26-2563

(ORIGINAL)

FORM APPROVED BY COMPTROLLER GENERAL, U.S. MAY 12, 1966

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

**VOUCHER FOR WORK PERFORMED UNDER PROVISIONS OF THE FEDERAL AID AND FEDERAL HIGHWAY ACTS, AS AMENDED**

| | |
|---|---|
| | **STATE VOUCHER NO.** |
| | **FHWA VOUCHER NO.** |
| **APPROPRIATION** | **FHWA SCHEDULE NO.** |
| **THE UNITED STATES, DR., TO** *(Insert official or depositary named in project agreement)* Treasurer of the State of Oregon | **PAID BY** |
| **ADDRESS** Capitol Bldg. Salem, OR 97310 | *(For use of Paying Office)* |

| | | | |
|---|---|---|---|
| **STATE** Oregon | | **VOUCHER TYPE** *(Check Appropriate Block)* ☐ **CURRENT BILLING** | |
| **VOUCHER PERIOD** | **FROM** 2/8/80 | ☐ **OTHER PROGRESS** | **FEDERAL AID PROJECT NO.** IX-9565(9) |
| | **TO** 3/31/83 | ☒ **FINAL VOUCHER (*)** | |

*(*) Use Form FHWA-1447 for Final Voucher for a project constructed under certification acceptance or secondary road procedures (23 U.S.C. 117).*

| TOTAL ACTUAL COST | TOTAL PARTICIPATING COST | PRO-RATA OF PARTICIPATING COST CLAIMED FROM U.S. | TOTAL AMOUNT CLAIMED FROM U.S. | LESS PREVIOUS PAYMENTS | NET AMOUNT CLAIMED |
|---|---|---|---|---|---|
| | | | | | |
| $90,773.18 | $85,302.58 | 85% | $72,507.19 | $72,507.19 | $ 0.00 |

*I certify that the costs shown in this voucher have been incurred in accordance with terms of project agreements; applicable State and Federal laws or regulations; and that no claim has previously been submitted for costs claimed.*

| **STATE HIGHWAY AGENCY** | **DATE** | **SIGNATURE OF AUTHORIZED OFFICIAL** |
|---|---|---|
| Oregon | 8/2/83 | Controller |

*I certify that supporting records for costs claimed, and the referenced project (if applicable), have been subjected to required reviews, approvals and inspections by the Federal Highway Administration and that the amount approved is justly due.*

| | |
|---|---|
| **AMOUNT SUBMITTED** $ 0.00 | _____ **SIGNATURE OF FHWA REPRESENTATIVE** *(SIGN ORIGINAL ONLY)* |
| **ADJUSTMENTS** | |
| **AMOUNT APPROVED** | _____ **DATE APPROVED** |

**FORM PR-20**
**(Rev. 5-78)**

**PREVIOUS EDITIONS ARE OBSOLETE**

**STATEMENT OF COSTS INCURRED UNDER PROJECT AGREEMENT**

| ITEM NO. | ITEM | QUANTITY | UNIT | UNIT PRICE | AMOUNT | NOTATIONS (Payee must not use this column) |
|---|---|---|---|---|---|---|
| | S.W. Banfield St. Sellwood Br. (Portland) Sec. Multnomah County | | | | | |
| | Type Code ROWA | | | | | |
| | Right of Way (Sta. 114+00 To Sta. 13+39.39) | | | | | |
| | Right of Way | All | Required | | $25,070.00 | |
| | Total ROWA Cost | | | | $25,070.00 | |
| | Acquisition Expense | | | | | |
| | State | All | Required | | 59,232.58 | |
| | Total Acquisition Cost | | | | $59,232.58 | |
| | Relocation Assistance | | | | | |
| | Moving Cost (1 Business) | All | Required | | 1,000.00 | |
| | Total Participating Cost | | | | $85,302.58 | |
| | Nonparticipating Items | | | | | |
| | Acquisition | All | Required | | 5,470.60 | |
| | | | | | $90,773.18 | |
| | Participating costs are for ROWA actually incorporated in the final project, and all costs have been previously certified by the ROWA Engineer. | | | | | |
| | Revised Right of Way plans approved by FHWA 5/23/83. | | | | | |
| | Prepared based on Participating Costs as shown on Federal Billing as of 6/30/83. | | | | | |

AMOUNT CARRIED FORWARD

** JOB TOTALS **

SW BANCROFT-SELLWOOD BR CONT NO 026 * FR PROJ NOS X1 [illegible] 5009 100
2563 [illegible] [illegible]

ACCOUNT SUMMARY - EXPENDITURES & LEC[illegible]

DESCRIPTION

MT HOOD HWY-SE HOSKIN RD CREEK CONT NO FR [illegible]

B01 OREGON STATE HIGHWAY DEPARTMENT
BILLING NUMBER 09 FHWA BILLING VOUCHER

| PREFIX | GRP | FL | FED AID PROJ APPR | AGREEMENT AMOUNT | TOTAL COSTS TO DATE | PARTIC. AMOUNT | % OF PARTIC | FEDERAL | STATE |
|---|---|---|---|---|---|---|---|---|---|
| 022-2516 | 1 | F | -2102-009 APPR-010 | 11,904.00 | 10,410.86 | 10,410.86 | 88.18 | 9,180.00 | |
| 022-2518 | 1 | F | -2102-013 APPR-010 | 37,035.00 | 43,269.03 | 43,241.24 | 85.13 | 36,130.13 | |
| 023-2513 | 1# | F | -8803-001 | 42,255.73 | 49,699.71 | 49,249.10 | 85.60 | | |
| 024-2517 | 1# | HHSO | -0026-011 | 186,961.57 | 221,416.00 | 207,735.08 | 90.00 | 186,961.57 | |
| 024-2524 | 1 | XI | -0047-012 APPR-023 | 56,232.50 | 632,341.69 | 25,635.86 | 85.00 | 21,790.48 | |
| | 2 | BRF | -0047-012 | 995,075.00 | 1078,534.22 | 1078,534.22 | 82.00 | | |
| 024-2524 | | PREFIX TOTALS | | 1051,307.50 | 1710,875.91 | | | | |
| 024-2528 | 1 | HES | -0026-024 | 2,250.00 | 1,236.80 | | 30.00 | | |
| 025-2507 | 1 | F | - -004 | 79,335.00 | 38,718.41 | | | | |
| 026-2511 | 1# | I | -0026-014 AFTER | 8392,283.52 | 8736,833.30 | | | | |
| 026-2511 | | PREFIX TOTALS | | 8392,283.52 | | | | | |
| 026-2542 | 1 | F | -0156-020 | | 2,981.19- | | | | |
| | 2 | F | - | | | | | | |
| 026-2542 | | PREFI | | | 2,981.19- | | | | |
| 026-2562 | 1# | XI | - | | | | | | |
| | 5 | XI | - | 1226,050.00 | 1521,902.04 | | | | |
| 026-2562 | | PREFI | | 1226,050.00 | 1521,902.04 | | | | |
| 026-2560 | 1 | XI | - | | | | | | |
| 026-2561 | 1 | XI | - | 134,500.00 | 168,507.47 | | | | |
| 026-2563 | 1# | XI | -9665-009 | 72,507.19 | 90,773.18 | | | 72,507.19 | |
| 026-2564 | 1 | HES | - | 4,570.00 | 5,925.96 | | | | |
| 026-2562 | 1# | XI | | | | | | | |
| | 5 | XI | - | 3638,916.57 | 4536,473.47 | | | | |
| | 6 | XIO | -0024-023 | 2637,756.00 | 3103,240.06 | | | | |
| 026-2562 | | PREFIX TOTALS | | 6266,674.57 | 7639,712.80 | | | | |

July 1, 1982

Mr. Dick Schmidt
State Highway Coordinator
City of Portland
Bureau of Street & Structural Engineering
621 S.W. Alder
Portland, Oregon 97205

Dear Mr. Schmidt:

We have Federal Highway Administration approval of an increase in project authorization on the Bancroft St.-Sellwood bridge Section of MacAdam Avenue. A breakdown and computation of City share of the costs is as follows:

| | |
|---|---|
| [illegible] | $ 40,092 |
| SPU #3 Install water service for irrigation [illegible] | [illegible] |
| SPU #3 Furnish & Plant Trees, Shrubs & [illegible] | [illegible] |
| TOTAL [illegible] | [illegible] |

[illegible] : [illegible] x $333,333 = [illegible]

Please submit $53,260 to [illegible] Investment Pool, Note Treasury Office.

[illegible],

[illegible]
[illegible]

[illegible]

cc:jt

[illegible] - [illegible]
Form 5K001 - Pick [illegible] when deposit is made.

Rec'd. 7-1982
CGIP $53,260
G

G

| TO BE COMPLETED BY FHWA | U.S. DEPARTMENT OF TRANSPORTATION<br>FEDERAL HIGHWAY ADMINISTRATION | ite |
|---|---|---|
| MONTHLY TRANSACTION NUMBER<br>7-4 | | Oregon |
| PROJECT REPORT NUMBER | MODIFICATION OF FEDERAL-AID<br>PROJECT AGREEMENT | County<br>Multnomah |
| MODIFICATION NUMBER<br>1 | | Project Number<br>IX-9565(12) |

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on September 24 , 19 80 , is hereby modified as follows:

| | Former amount | Revised amount |
|---|---|---|
| Estimated total cost of project | $ 4,489,015.00 | $ 4,600,000.00 |
| Federal funds | 315,050.00 771<br>$ 3,490,612.00 823 | 419,388.00 772<br>$ 3,490,612.00 823 |
| Other revisions | | |

This modification is made for the following reasons: To include increase in estimated cost for approved landscaping.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 25th day of June , 19 82 .

OREGON STATE HIGHWAY DIVISION
*(Official name of Highway Agency)*

By _____

Program Management Engineer
*(Title)*

By For: H.S. Coulter, P.E.

State Highway Engineer
*(Title)*

By _____

_____
*(Title)*

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By _____
*(Division Administrator)*

For: Dale E. Wilken

Form PR-2A
(Rev. 10-75)

Previous editions are obsolete

Oregon State Highway Division
Salem, Oregon June 22, 1982

Federal Aid Project
No. IX-9565(12)

S.W. Bancroft St. - Sellwood Bridge (Portland) Section
Oswego Highway
Multnomah County

REVISED PROJECT AGREEMENT ESTIMATE

Type Code 6204
Roadway (Sta. 10+85.74 to Sta. 115+00)

| | | |
|---|---|---|
| Total same as previous estimate of August 6, 1981 and September 16, 1981 | | $ 3,533,915.00 |

Type Code Y030
Illumination

| | | |
|---|---|---|
| Total same as prvious estimate of August 6, 1981 and September 16, 1981 | | $ 360,000.00 |

Type Code Y031
Signals

| | | |
|---|---|---|
| Total same as previous estimate of August 6, 1981 and September 16, 1981 | | $ 351,000.00 |

Type Code Y003
Landscaping

| | | |
|---|---|---|
| EWO 10 Install Irrigation System | All Required | $ 40,092.64 |
| SFO 8 Install Water Service for Irrigation System | All Required | 13,500.00 |
| SFO 9 Furnish & Plant Trees, Shrubs and Groung Cover | All Required | 290,348.00 |
| | Subtotal | $ 343,940.64 |
| | Engineering | 11,144.36 |
| | TOTAL | $ 355,085.00 |

Length of project - - - - - - - - 1.973 mi.

Cost of Roadway Per Mile - - - - - $ 1,790,914.85

## SUMMARY OF FUNDS

| Description | Appn. Code | Total Cost | Fed. Funds | State Funds | Other Funds |
|---|---|---|---|---|---|
| Roadway | 772 | $ 138,313.00 | $ 117,566.00 | $ ------ | $ 20,747.00 |
| Roadway | 823 | 3,395,602.00 | 2,886,262.00 | ------ | 509,340.00 |
| Illumination | 823 | 360,000.00 | 306,000.00 | ------ | 54,000.00 |
| Signals | 823 | 351,000.00 | 298,350.00 | 22,050.00 | 30,600.00 |
| Landscaping | 772 | 355,085.00 | 301,822.00 | ------ | 53,263.00 |
| | TOTAL | $4,600,000.00 | $3,910,000.00 | $22,050.00 | $ 667,950.00 |

Group 1 - 100%
Contract No. 9183
Prefix: 26-1012

| TO BE COMPLETED BY FHWA | U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION | State |
|---|---|---|
| MONTHLY TRANSACTION NUMBER 10-9. [redacted] | | OREGON |
| PROJECT REPORT NUMBER | MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT | County MULTNOMAH |
| MODIFICATION NUMBER 2 | 922-81 | Project Number IX-9565(12) |

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on September 24 , 19 80 , is hereby modified as follows:

| | Former amount | Revised amount |
|---|---|---|
| Estimated total cost of project | $4,136,073.00 | $4,489,015.00 |
| Federal funds | 25,050.00(772)<br>$3,490,612.00(883) | 325,050.00 (772)<br>$3,490,612.00 (883) |
| Other revisions | | |

This modification is made for the following reasons: Increase in estimated construction engineering and additional items of work.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 22nd day of September , 19 81 .

OREGON STATE HIGHWAY DIVISION
*(Official name of Highway Agency)*

By [signature]

ASST. STATE HIGHWAY ENGINEER
*(Title)*

~~By~~ FOR: H. S. Coulter

State Highway Engineer
*(Title)*

By _____

_____
*(Title)*

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By [signature]
*(Division Administrator)*

FOR: Dale E. Wilken

Form PR-2A
(Rev. 10-75)

Previous editions are obsolete

OREGON STATE HIGHWAY DIVISION
Salem, Oregon September 16, 1981

FEDERAL AID PROJECT
NO. IX-9565(12)

S.W. Bancroft St.-Sellwood Bridge (Portland) Section
Oswego Highway
Multnomah County

REVISED PROJECT AGREEMENT ESTIMATE

Type Code 6204
Roadway (Sta. 10+85.74 to Sta. 115+00)

| | | |
|---|---|---|
| Subtotal of previous estimate of August 6, 1981 | | $3,074,834.70 |
| | Subtotal | $3,074,834.70 |
| | Engineering | 459,080.30 |
| | TOTAL | $3,533,915.00 |

Type Code Y030
Illumination

Total the same as previous estimate of September 19, 1980 $ 360,000.00

Type Code Y031
Signals

Total the same as previous estimate of September 19, 1980 $ 351,000.00

Length of project ---------- 1.973 mi.
Cost of Roadway Per Mile ---------- $1,790,914.85

Work Retained in Program Status

| | | |
|---|---|---|
| Slide Correction | All Required | $ 10,000.00 |
| Portland Street Lighting | All Required | 50,000.00 |
| Sewer Connection | All Required | 2,000.00 |
| Remove Sediment from Temporary Structures | All Required | 100.00 |
| Landscaping Work | All Required | 182,000.00 |
| | | $ 244,100.00 |

## SUMMARY OF FUNDS

| DESCRIPTION | APPN CODE | TOTAL COST | FEDERAL FUNDS | STATE FUNDS | OTHER FUNDS |
|---|---|---|---|---|---|
| | (772) | $ 138,313.00 | $ 117,566.00 | $ --- | $ 20,747.00 |
| | (823) | 3,395,602.00 | 2,886,262.00 | --- | 509,340.00 |
| | (823) | 360,000.00 | 306,000.00 | --- | 54,000.00 |
| | (823) | 351,000.00 | 298,350.00 | 22,050.00 | 30,600.00 |
| | SUBTOTAL | $4,244,915.00 | $3,608,178.00 | $22,050.00 | $614,687.00 |
| Reserve | (772) | 244,100.00 | 207,484.00 | --- | 36,616.00 |
| | TOTAL | $4,489,015.00 | $3,815,662.00 | $22,050.00 | $651,303.00 |

Group 1 - 100%
Contract No. 9183
Prefix - 26-1913
Prefix - 26-1012

| TO BE COMPLETED BY FHWA | U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION | ite |
|---|---|---|
| MONTHLY TRANSACTION NUMBER 8-47-5 70 | | Oregon |
| PROJECT REPORT NUMBER | MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT | County Multnomah |
| MODIFICATION NUMBER 1 | 8-10-81 | Project Number IX-956(12) |

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on September 24 , 1980 , is hereby modified as follows:

| | Former amount | Revised amount |
|---|---|---|
| Estimated total cost of project | $ 4,029,470.00 | $ 4,136,073.00 |
| Federal funds | $ 3,425,050.00 | $ 25,050.00 (772) $ 3,490,612.00 (823) |
| Other revisions | | |

This modification is made for the following reasons: To include increase in construction costs.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 1st day of August , 19 82 .

OREGON STATE HIGHWAY DIVISION
*(Official name of Highway Agency)*

By [signature]

Asst. State Highway Engineer
*(Title)*

By For: H.S. Coulter

State Highway Engineer
*(Title)*

By _____

_____
*(Title)*

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By [signature]
*(Division Administrator)*

For: Dale E. Wilker

Form PR-2A
(Rev. 10-75)

Previous editions are obsolete

Gen. File

Oregon State Highway Division
Salem, Oregon August 6, 1981

Federal Aid Project
No. IX-9565(12)

S.W. Bancroft St. - Sellwood Br. (Portland)
Oswego Highway
Multnomah County

REVISED PROJECT AGREEMENT

Type Code 6204
Roadway (Sta. 10+85.74 to Sta. 115+00)

Subtotal of previous estimate of September 19, 1980 $2,802,348.00

Previous Estimate

| | | | |
|---|---|---|---|
| Concrete Curbs | 850 Cu. Yd. | 130.00 | $ 110,500.00 |
| Aggregate Base | 2,000 Ton | 7.40 | 14,800.00 |
| Concrete Barrier | 950 Lin. Ft. | 23.40 | 22,230.00 |
| | | | $ 147,530.00 |

Revised Estimate

| | | | |
|---|---|---|---|
| Concrete Curbs | 140 Cu. Yd. | 130.00 | $ 18,200.00 |
| Aggregate Base | 8,000 Ton | 7.40 | 59,200.00 |
| Concrete Barrier | 1,280 Lin. Ft. | 23.40 | 29,952.00 |
| Type "A" Curb (P.A. #4) | 1,265 Cu. Yd. | 118.65 | 150,092.00 |
| Metal Reinforcement (P.A. #5) | 10,640 lb. | 0.58 | 6,171.20 |
| Special Filter in Drains (P.A. #5) | 36 Cu. Yd. | 30.00 | 1,080.00 |
| Special Wall Backfill (P.A. #5) | 259 Cu. Yd. | 30.00 | 7,770.00 |
| Temporary Shoring (P.A. #5) | | All Required | 22,050.00 |
| Structural Conc. in Walls (P.A. #5) | 180 Cu. Yd. | 340.00 | 61,200.00 |
| Additional Shoring (P.A. #5) | 215 Lin. Ft. | 216.30 | 46,504.50 |
| Clearing Fence (P.A. #5) | 250 Lin. Ft. | 6.30 | 1,575.00 |
| Sewer Connections (EWO #4) | | All Required | 6,000.00 |

| | | |
|---|---|---|
| Relocate Sewer Lines (E.W.O. #5) | All Required | 8,000.00 |
| | | $ 420,016.70 |
| | Increase | $ 272,486.70 |
| | Subtotal | $3,074,834.70 |
| | Engineering | 350,238.30 |
| | | $3,425,073.00 |

Type Code Y030
Illumination

Total the same as previous estimate of Sept. 19, 1980 $ 360,000.00

Type Code Y031
Signals

Total the same as previous estimate of Sept. 19, 1980 $ 351,000.00

Length of Project ---------- 1.973 mi.
Cost of Roadway Per Mile ------$1,717,688.80

Work Retained in Program Status

| | | |
|---|---|---|
| Slide Correction | All Required | $ 10,000.00 |
| Portland Street Lighting | All Required | 50,000.00 |
| Sewer Connection | All Required | 2,000.00 |
| Remove Sediment from temporary Structures | All Required | 100.00 |
| | | $ 62,100.00 |

SUMMARY OF FUNDS

| Description | Appn Code | Total Cost | Federal Funds | State Funds | Other Funds |
|---|---|---|---|---|---|
| Roadway | (772) | $ 29,471.00 | $ 25,050.00 | ---- | $ 4,421.00 |
| | (823) | 3,395,602.00 | 2,886,262.00 | ---- | 509,340.00 |
| Illumination | (823) | 360,000.00 | 306,000.00 | ---- | 54,000.00 |
| Signals | (823) | 351,000.00 | 298,350.00 | $22,050.00 | 30,600.00 |
| TOTAL | | $4,136,073.00 | $3,515,662.00 | $22,050.00 | $598,361.00 |

Group 1-100%
Contract No. 9183
Prefix 26-1913
Prefix 26-1012

OMB No. 04-R2089

| TO BE COMPLETED BY FHWA | U. S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION | State |
|---|---|---|
| MONTHLY TRANSACTION NO. 9-204 | FEDERAL-AID PROJECT AGREEMENT 7-24-80 | Oregon |
| | | County Multnomah |
| | | Project No. IX-9565 (12) |

**The State, through its Highway Agency,** having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

S.W. Bancroft St. - Sellwood Br.

| PROJECT CLASSIFICATION OR PHASE OF WORK | EFFECTIVE DATE OF AUTHORIZATION | APPROXIMATE LENGTH *(Miles)* |
|---|---|---|
| HIGHWAY PLANNING AND RESEARCH (HP & R) | | |
| PRELIMINARY ENGINEERING | | |
| RIGHTS-OF-WAY | | |
| CONSTRUCTION | 7-17-80 | 1.973 |
| OTHER *(Specify)* | | |

FUNDS Pro Rata 85%

| ESTIMATED TOTAL COST OF PROJECT | FEDERAL FUNDS |
|---|---|
| $ 4,029,470.00 | $ 3,425,050.00 |

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
*(Official name of Highway Agency)*

By [signature]

Assistant State Highway Engineer
*(Title)*

xx For: H.S. Coulter

State Highway Engineer
*(Title)*

By _____

_____
*(Title)*

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By [signature]
*(Division Administrator)*

For: G.L. Green

Date executed by
Division Administrator _____

Form PR-2 (Rev. 10 75) PREVIOUS EDITIONS ARE OBSOLETE

## AGREEMENT PROVISIONS

**1. RESPONSIBILITY FOR WORK**

a. Except for projects constructed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

b. With regard to projects performed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in accordance with the terms of its approved Certification, or exceptions thereto as may have been approved by the Federal Highway Administration.

**2. HIGHWAY PLANNING AND RESEARCH (HP&R) PROJECT.** The State highway agency will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

**3. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY.** In the event that actual construction of a road on this right-of-way is not undertaken by the close of the tenth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

**4. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES.** In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

**5. INTERSTATE SYSTEM PROJECT.** (a) The State highway agency will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. The State highway agency will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway agency will not after June 30, 1968, permit the construction of any part of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

**6. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT.** (a) This project is authorized pursuant to 23 U.S.C. 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway agency, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 U.S.C. 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

**7. STAGE CONSTRUCTION.** The State highway agency agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHTO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation.

**8. BOND ISSUE PROJECT.** Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 U.S.C. 122, for retiring maturities of the principal indebtednesss of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by 23 CFR Part 140, Subpart F, and Volume 1, Chapter 4, Section 8 of the Federal-Aid Highway Program Manual or the alternative State procedure set forth in the State's Certificate, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway agency for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

**9. SPECIAL HIGHWAY PLANNING AND RESEARCH PROJECT.** The State Highway agency hereby authorizes the Federal Highway Administration to charge the State's pro rata share of costs incurred against funds apportioned to the State under 23 U.S.C. 307 (c) as amended. In the event a project is financed with both Federal-aid funds and State matching funds, the State agrees to advance to The Federal Highway Administration the State matching funds for its share of the estimated cost. For a National Pooled Fund study, the State hereby assigns its responsibility for the work to the Federal Highway Administration. For an Intra-Regional Cooperative Study, the State hereby assigns its responsibility for the work to the lead State for the study.

**10. PARKING REGULATION AND TRAFFIC CONTROL.** The State highway agency will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the local unit of Government referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration, unless the State determines, and the Division Administrator concurs, that the local unit of Government has a functioning traffic engineering unit with the demonstrated ability to apply and maintain sound traffic operations and control.

Gen File



Oregon State Highway Division
Salem, Oregon, September 19, 1980

Federal Aid Project
No.1X-9565 (12)

S.W. Bancroft St.-Sellwood Br. (Portland)
Oswego Highway
Multnomah County

Project agreement estimate.

Type Code 6204
Roadway (Sta. 10+85.74 to Sta. 115+00)

| | | | |
|---|---|---|---|
| Mobilization | All Required | | $ 97,047.00 |
| Temporary Protection and Direction of Traffic | All Required | | 43,613.00 |
| Temporary Signs | 334 Sq.Ft. | $ 8.00 | 2,672.00 |
| Temporary Barricades | 10 Each | 235.00 | 2,350.00 |
| Temporary Continuous Rail Traffic Barriers, Reflectored | 525 Lin.Ft. | 5.60 | 2,940.00 |
| Temporary Plastic Safety Markers | 123 Each | 75.00 | 9,225.00 |
| Flagmen | 4,000 Hr. | 21.50 | 86,000.00 |
| Sequential Arrow Signs | 2 Each | 3,360.00 | 6,720.00 |
| Straw Bale Sediment Barrier | 600 Lin.Ft. | 2.10 | 1,260.00 |
| Temporary Sediment Fence | 850 Lin.Ft. | 9.80 | 8,330.00 |
| Temporary Slope Drains | 300 Lin.Ft. | 17.50 | 5,250.00 |
| Temporary Sediment Basins | 10 Each | 385.00 | 3,850.00 |
| Clearing and Grubbing | All Required | | 12,873.00 |
| Removal of Structures and Obstructions | All Required | | 186,940.00 |
| General Excavation | 48,400 Cu.Yd. | 7.47 | 361,548.00 |
| Trench Excavation | 9,450 Cu.Yd. | 13.10 | 123,795.00 |
| Special Backfill Material | 2,520 Cu.Yd. | 13.80 | 34,776.00 |
| Finishing Roadbed and Slopes | All Required | | 30,252.00 |
| Furnishing and Placing Topsoil | 2,170 Cu.Yd. | 11.40 | 24,738.00 |
| Watering | 160 M-Gal | 20.00 | 3,200.00 |
| Aggregate Base | 2,000 Ton | 7.40 | 14,800.00 |
| Structure Excavation | 200 Cu.Yd | 38.30 | 7,660.00 |
| Treated Base Mixture | 24,000 Ton | 10.62 | 254,880.00 |
| Cement in Treated Base Mixture | 1,320 Ton | 111.50 | 147,180.00 |
| Class "B" Asphalt Concrete Mixture | 11,900 Ton | 14.72 | 175,168.00 |
| Asphalt Cement in Mixture | 1,140 Ton | 145.00 | 165,300.00 |
| Class "B" Asphalt Concrete Mixture in Leveling | 5,600 Ton | 14.30 | 80,080.00 |
| Asphalt in Tack Coat | 32 Ton | 275.00 | 8,800.00 |
| Concrete in Walls and Stairways | 170 Cu.Yd. | 164.80 | 28,016.00 |
| Reinforcement in Walls and Stairways | 4,100 Lb. | 0.47 | 1,972.00 |
| Pipe Handrail | 720 Lin.Ft. | 13.20 | 9,504.00 |
| 12-inch Sewer Pipe | 8,835 Lin.Ft. | 9.80 | 86,583.00 |
| 15-inch Sewer Pipe | 565 Lin.Ft. | 19.60 | 11,074.00 |
| 18-inch Sewer Pipe | 555 Lin.Ft. | 24.20 | 13,431.00 |
| 48-inch Culvert Pipe | 40 Lin.Ft. | 103.00 | 4,120.00 |

Oregon State Highway Division
Salem, Oregon,

Federal Aid Project
No.1X-9565 (12)

| | | | |
|---|---|---|---|
| Extra for Pipe under Pavement | 1,870 Lin.Ft. | 18.70 | 34,969.00 |
| Concrete Manholes | 8 Each | 2,130.00 | 17,040.00 |
| Concrete Inlets, Type D | 1 Each | 464.00 | 464.00 |
| Concrete Inlets, Type G-1 | 139 Each | 371.00 | 51,569.00 |
| 4-inch Drain Pipe | 19,200 Lin.Ft. | 0.98 | 18,816.00 |
| Filter Fabric | 18,500 Sq.Yd. | 1.54 | 28,490.00 |
| Gravel in Drains | 1,550 Cu.Yd | 20.50 | 31,775.00 |
| Concrete Walks | 9,550 Sq.Yd. | 12.30 | 117,465.00 |
| Concrete Driveways | 2,500 Sq.Yd. | 17.00 | 42,500.00 |
| Concrete Curbs | 850 Cu.Yd. | 130.00 | 110,500.00 |
| Concrete Islands | 20 Cu.Yd. | 510.00 | 10,200.00 |
| Extra for Asphalt Approaches | 28 Each | 120.00 | 3,360.00 |
| Concrete Barrier | 950 Lin.Ft. | 23.40 | 22,230.00 |
| Pave Culvert End Slopes | 150 Sq.Ft. | 4.60 | 690.00 |
| Adjusting Manholes | 53 Each | 140.00 | 7,420.00 |
| Reconstruction Concrete Manholes | 25 Each | 584.00 | 14,600.00 |
| Adjusting Inlets | 20 Each | 224.00 | 4,480.00 |
| Capping Inlets | 1 Each | 112.00 | 112.00 |
| Roadside Seeding and Mulching | 6 Acre | 1,100.00 | 6,600.00 |
| Removal of Existing Sign Installations | All Required | | 1.320.00 |
| Move and Reinstall Existing Signs | All Required | | 2,530.00 |
| Wood Sign Posts | All Required | | 2,970.00 |
| Sign Support Footings | All Required | | 9,350.00 |
| Special Pipe Sign Supports | All Required | | 9,350.00 |
| Type "C", "D" and "R" Signs in Place | 140 Sq.Ft. | 8.80 | 1,232.00 |
| Type "1" and "T" Signs in Place | 165 Sq.Ft. | 8.80 | 1,452.00 |
| Type "U" and "V" Signs in Place | 258 Sq.Ft. | 14.00 | 3,612.00 |
| Type "EE" Signs in Place | 34 Sq.Ft. | 10.00 | 340.00 |
| | | | $2,611,338.00 |

Anticipated Items

| | | |
|---|---|---|
| Permanent Pavement Striping | All Required | $ 4,000.00 |
| Temporary Pavement Striping | All Required | 450.00 |
| Temporary Erosion Central | All Required | 3,000.00 |
| Asphalt Cement Adjustment | All Required | 60,000.00 |
| On the Job Trainees (3 at $800) | All Required | 3,200.00 |
| Water Facility Relocation (Portland) | All Required | 120,360.00 |
| | | $ 191,010.00 |

| | |
|---|---|
| Subtotal | $2,802,348.00 |
| Engineering | 350,652.00 |
| Total | $3,153,000.00 |

Oregon State Highway Division
Salem, Oregon,

Federal Aid Project
No.1X-9565 (12)

Type Code Y030
Illumination

| | | |
|---|---|---|
| Pole Foundations | All Required | $ 60,976.00 |
| Roadway Lighting Poles and Bracket Arms | All Required | 69,319.00 |
| Luminaires and Ballasts | All Required | 32,651.00 |
| Switching, Conduit, Wiring, Lamps, ETC. | All Required | 156,869.00 |
| | Subtotal | $ 319,815.00 |
| | Engineering | 40,185.00 |
| | Total | $ 360,000.00 |

Type Code Y031
Signals (Inter sections Boundary, Pendleton, Nebraska and Nevada Streets)

| | | |
|---|---|---|
| Traffic Signal Installation, Complete | All Required | $ 311,884.00 |
| | Subtotal | $ 311,884.00 |
| | Engineering | 34,316.00 |
| | Engineering (Signal Cont. Testing) | 4,800.00 |
| | Total | $ 351,000.00 |

Length of Project 1.973 Mi.
Cost of Roadway Per Mile $. 1,658,464.77

Work Retained in Program Status

| | | |
|---|---|---|
| Slide Correction | All Required | $ 10,000.00 |
| Portland Street Lighting | All Required | 50,000.00 |
| Sewer Corrections | All Required | 2,000.00 |
| Remove Sediment from temporary Structures | All Required | 100.00 |
| | | $62,100.00 |

Oregon State Highway Division
Salem, Oregon,

Federal Aid Project
No.1X-9565 (12)

Summary of Funds (85%)

| Description | Total Cost | Federal Funds | State Funds | Other Funds |
|---|---|---|---|---|
| Roadway | $3,153,000 | $2,680,050 | - - | $472,950 |
| Illumination | 360,000 | 306,000 | - - | 54,000 |
| Signals | 351,000 | 298,350 | $ 22,050 | 30,600 |
| Subtotal | $3,864,000 | $3,284,400 | $ 22,050 | $557,550 |
| Reserve | 165,470 | 140,650 | - - | 24,820 |
| Total | $4,029,470 | $3,425,050 | $ 22,050 | $582,370 |

Group 1 100%
Contract No. 9183
Prefix 26-1913
Prefix 26-1012

Oregon State Highway Division
Salem, Oregon,

Federal Aid Project
No.1X-9565 (12)

S.W. Bancroft St. - Sellwood Br. (Portland)
Non-Participating - State/City Work

| | | |
|---|---|---|
| Removal of Railroad Track and Ties | All Required | $12,518.00 |

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

# LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO.: IX-9565 (12)

2. STATE PROJECT NO.: See below

3. FROM: Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.:

5. ITEM NO.: 80368

2A. COUNTY NAME: Multnomah

6. TO

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

Original to Headquarters 6-4-82

RECEIVED STATE HWY ENGR JUN 4 '82

REFER TO FOR
- Info
- Inves
- R/D
- D/R
- Sign
- Act
- File

7. DATE AUTHORIZATION EFFECTIVE: 4/20/82

8. FEDERAL ROUTE NUMBER: FAU 9565

9. STATE ROUTE NUMBER: Primary 3

10. GENERAL LOCATION:

Bancroft Street - Sellwood Bridge (Portland)

11. GENERAL DESCRIPTION OF WORK

Furnish and plant trees, shrubs and ground cover. Apply herbicides, water and fertilize.

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

- ☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
- ☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
- ☐ ACQUISITION OF RIGHT-OF-WAY
- ☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
- ☒ CONSTRUCTION PROCEED ON ~~AWARD OF CONTRACT AND/OR~~ FORCE ACCOUNT BASIS
- ☐ OTHER *(Specify)*

13. REMARKS

As requested in Mr. Swan's letter of 5/18/82 this will confirm my concurrence in the public interest finding for the City of Portland to furnish trees, shrubs and ground cover and to proceed with the planting, application of herbicides and water and fertilize effective 4/20/82 at a TEC of $290,348 Federal Funds $246,796 with City of Portland's Park Bureau Forces. State Force Order No. 9 representing work to be performed by the Park Bureau is approved. It is understood by this approval the City of Portland, Bureau of Parks will be responsible for the establishment period for the landscaping portion of the project.

| 14. DATE | 15. SIGNATURE OF APPROVING OFFICIAL | 16. TITLE |
|---|---|---|
| 6/2/82 | [signature] | for Division Administrator |

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

ITY OF
PORTLAND, OREGON
DEPARTMENT OF PUBLIC WORKS

**Mike Lindberg, Commissioner**
Office of Public Works Administrator
621 S.W. Alder
Portland, Oregon 97205

May 19, 1982

Mr. D.E. Swan
Oregon Department of Transportation
Transportation Building
Salem, Oregon 97310

Attn: Gary Zehner

Re: Local Match Status

Dear Mr. Swan:

During the past week I have had several conversations with you and members of your staff regarding the payment of additional City local matching funds for several projects now in the construction phase. It was my original intention to make the additional payments from the appropriations available to this bureau in the City's F.Y. '81-'82 budget. Subsequent to those discussions, the City Office of Fiscal Administration has asked me to withhold payment of the additional match until the start of F.Y. '82-'83 on July 1, 1982. The following explanations on a project-by-project basis are provided for your information.

1. Tichner/Burnside: Because of unforeseen construction difficulties the project authorization for construction will be increased by approximately $170,000 in the very near future. Our estimation of the final numbers indicates that an additional $25,600 in City local matching funds will have to be provided to cover this substantial overrun. We would request that as soon as you receive the increased project authorization you forward to us a bill, in letter form, for the required additional match. This will be placed in the Local Government Investment Pool immediately after the commencement of F.Y. '82-'83.

2. NE Glisan-SE Glenwood Section/39th Avenue: Additional local match in the amount of approximately $51,000 will be required on this project for two reasons. First the original calculation for local match, following tabulation of bids, required that we only pay match for the anticipated items of work not performed by the City of Portland. As explained in my recent letter, this process does not work well given the City's budgetary system. The second reason for an increase in the City's local match is that we are requesting

a project extension for additional work on 39th Avenue. We would request that as soon as the project authorization is increased you bill us, in letter form. for the additional match required for both reasons. This match will be paid with the commencement of the F.Y. '82-'83.

3. SW Bancroft-Sellwood Bridge Section/SW Macadam Avenue: It is our understanding that additional federal funds will be required for completion of the landscaping work on this project. Our preliminary number indicates that approximately an additional $200,000 in total costs will be incurred. Again we would request that when your are notified of an increased project authorization that you forward to us a bill, in letter form, for the additional local match which we estimate to be approximately $30,000. This match will be paid at the commencement of the F.Y. '82-'83.

4. Going Noise Mitigation Project: When bids are tabulated and you have calculated the additional match required above and beyond the previously deposited 65% of the engineer's estimate please forward us a bill, in letter form, for this amount. This match will be immediately deposited in the Local Government Investment Pool as it is not derived from City General Funds but rather from Housing and Community Development Funds which are not subject to the limitations placed upon us by the Office of Fiscal Administration.

5. Oswego-West City Limts Section/N. Columbia Blvd.: This project is scheduled for letting in late July 1982. It would be our request that you forward to us the letter for preliminary payment of local match in the amount of 65% of the City's share. It would be our preference to withhold transfer of those funds to the Local Government Investment Pool until July 2, 1982. If this poses any problem with regard to the project or its schedule I would appreciate your notifying me immediately of that circumstance.

   Another issue which we have discussed recently is the fact that the City has on deposit in the Local Government Investment Pool $40,350 to match the federal right-of-way obligation for the N. Going Street Noise Mitigation Project. At this time the City does not anticipate the use of any FHWA funds

for right-of-way acquisition. It would be our intention, as partial payment of local match for one of the above projects to request that you switch this $40,350 to that project. It is my understanding that this poses no significant problems for you so long as it is requested in writing and over the signature of the City of Portland's Highway Coordinator, Mr. Richard O. Schmidt.

I would like to take this opportunity to apologize to you for any confusion we may have generated. The year-end closing for the City is somewhat complicated as I'm sure it is for the State of Oregon. I hope this letter clarifies what the City's intentions are and how we would like to proceed through the next month and one-half. If you have any questions, please contact me at 248-4330. Thank you for your patience and cooperation.

Sincerely,

Victor F. Rhodes
Bureau of Street & Structural Engineering

VFR:mm

c: Ted Spence
Mike Smith
Jerry Markesino
Richard O. Schmidt
Greg Kullberg

VICTOR ATIYEH
GOVERNOR

# *Department of Transportation*

## HIGHWAY DIVISION

TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.

PRO 6-2

May 18, 1982

TO: Dale E. Wilken
Division Administrator
Federal Highway Administration

FROM: D.E. Swan, P.E.
Program Control Engineer

SUBJECT: Project No. IX-9565(12)
S.W. Bancroft St.-Sellwood Br. (Portland) Sec.
Multnomah County

I request your approval of a finding in the Public interest to utilize City furnished trees and shrubs for landscaping work under State Force Order No. 9 on the subject project based on the justification contained in the previously submitted letters from the City of Portland dated April 23, 1982 and March 26, 1982.

The price of $250 each for the Flame Ash trees measuring 3"-4" at the trunk includes digging, balling, hauling, planting mixture & planting. The cost breakdown for each tree follows:

| | |
|---|---|
| a) Tree | $ 75.00 |
| b) Planting mixture, stakes & ties | 50.00 |
| c) Labor and hauling | 125.00 |
| | $250.00 |

CL:bkc

cc: C.T. Keasey
E. Mershon
G. Zehner
General Files

Form 734-3122

# ORDER FOR FORCE WORK

ORDER No. 9

**OREGON DEPARTMENT OF TRANSPORTATION**
**HIGHWAY DIVISION**

WORK TO BE DONE BY City of Portland Park Bureau (State Forces or Utility, Railroad, Local Government Unit, etc.–by name) CONTRACT No. 9133

PROJECT NAME S.W. Bancroft Street - Sellwood Bridge DATE March 28, 1982

HIGHWAY Oswego (Macadam) FAP No. IX-9565(12)

COUNTY Multnomah PREFIX 26-1012 FUNCTION 170-09

DESCRIPTION OF WORK TO BE DONE:

Furnish and plant trees, shrubs and ground cover. Apply 2 applications of herbicides and water and fertilize as necessary.

LOCATION BY STATION NUMBERS:

Throughout the project.

Effective date of authorization for work 4-20-82

ESTIMATE OF QUANTITIES & COSTS:

| | |
|---|---|
| Trees, shrubs and ground cover installed | $287,186.00 |
| Herbicide | $ 1,857.00 |
| Fertilizer | $ 605.00 |
| Water | $ 700.00 |
| TOTAL | $290,348.00 |

EXPLANATION:

See attached letter from Dave Hill, City of Portland, Date 3-26-82 for explanation and itemized breakdown.

Prepare a separate order for each type of force work. Submit the original as indicated below:

**CONTRACT PROJECTS AND MISC:** Submit original through channels to Construction Engineer in Salem. After approval copies will be sent to the Region Engineer, Resident Engineer and Highway Accounting.

**TITLE II PROJECTS NOT UNDER CONTRACT:** Submit original through channels to Traffic Engineer in Salem. After approval two copies will be sent to the Region Engineer and one copy to Highway Accounting.

**CONTRACT PROJECTS ONLY:**

Project Authorization . . . . . $ 4,500,000.13

Present estimate of costs including work under this Force Order . . . . . $ 4,702,500.00

Estimated ~~Overrun~~ XXXXX ~~Underrun~~ Amount . . . . . $ 202,499.87

Estimated ~~Overrun~~ XXXXX ~~Underrun~~ Percent 4.5%

SUBMITTED BY: Paul R. Barnhart

TITLE: Paul R. Barnhart Project Manager

APPROVAL RECOMMENDED: _____

TITLE: _____

APPROVAL RECOMMENDED: _____

TITLE: _____

APPROVAL RECOMMENDED: _____ Region Engineer

APPROVED: _____ 5/13/82 ~~Construction or Traffic~~ Engineer

DO **NOT** USE THIS FORM FOR FORCE ACCOUNT (EXTRA WORK) BY CONTRACTORS OR SUBCONTRACTORS ON CONTRACT PROJECTS.

326-1989

(MEMORANDUM)

FORM APPROVED BY COMPTROLLER GENERAL, U.S. MAY 12, 1966

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

S[illegible] VOUCHER NO.

**VOUCHER FOR WORK PERFORMED UNDER PROVISIONS OF THE FEDERAL AID AND FEDERAL HIGHWAY ACTS, AS AMENDED**

FHWA VOUCHER NO.

APPROPRIATION

FHWA SCHEDULE NO.

THE UNITED STATES, DR., TO *(Insert official or depositary named in project agreement)*

Treasurer of the State of Oregon

PAID BY

ADDRESS

Capitol Bldg.
Salem, OR 97310

*(For use of Paying Office)*

STATE

Oregon

VOUCHER TYPE *(Check Appropriate Block)*

☐ CURRENT BILLING

VOUCHER PERIOD

FROM 2/2/77

TO 7/30/80

☐ OTHER PROGRESS

☒ FINAL VOUCHER (*)

FEDERAL AID PROJECT NO.

H-9505(2)

*(*) Use Form FHWA-1447 for Final Voucher for a project constructed under certification acceptance or secondary road procedures (23 U.S.C. 117).*

| TOTAL ACTUAL COST | TOTAL PARTICIPATING COST | PRO-RATA OF PARTICIPATING COST CLAIMED FROM U.S. | TOTAL AMOUNT CLAIMED FROM U.S. | LESS PREVIOUS PAYMENTS | NET AMOUNT CLAIMED |
|---|---|---|---|---|---|
| $16,594.92 | $16,419.48 | 85.8[illegible]% | $14,087.91 | $14,087.91 | $ 0.00 |

RECEIVED DIVISION OFFICE
BY DATE

DIVISION OFFICE REVIEW MADE
BY DATE

PASSED FOR PAYMENT
BY DATE

REMARKS Oregon 2/23/82 V.L. Skoog, Controller

PE

$ 0.00

FORM PR-20A
(Rev. 5-78)

PREVIOUS EDITIONS ARE OBSOLETE

STATEMENT OF COSTS INCURRED UNDER PROJECT AGREEMENT

| ITEM NO. | ITEM | QUANTITY | UNIT | UNIT PRICE | AMOUNT | NOTATIONS (Payee must not use this column) |
|---|---|---|---|---|---|---|
| | McCadam Ave. (Portland) Section<br>Oswego Hwy. in Multnomah County | | | | | |
| | Preliminary Engineering<br>Type Code P.E.<br>State | All Required | | | $16,419.48 | |
| | Total Participating Cost | | | | $16,419.48 | |
| | Nonparticipating Cost<br>State | All Required | | | 175.44 | |
| | Total Project Cost | | | | $16,594.92 | |
| | Prepared Based on Participating Costs as shown on Federal Billing as of 3/4/82. | | | | | |
| | AMOUNT CARRIED FORWARD | | | | | |

TOTAL TO DATE JOB COST SUMMARY — APRIL 1982

| DESCRIPTION OF JOB OR DEPARTMENT | PREFIX | | FUNCTION | GR | CURRENT MONTH | FISCAL YEAR TO DATE | GRAND TOTAL TO DATE | |
|---|---|---|---|---|---|---|---|---|
| UPRR XING @ PUSL&LARBE-PRTLD | CONT NO | | FA PROJ NOS | RRP 00S023 100 | | | | STATE |
| | 326 | 1988 | 296 | 00 N 9 | | 177.76CR | 177.76CR | |
| | 326 | 1988 | 298 | 00 N 9 | | 177.76 | 177.76 | |
| | 326 | 1988 | 905 | 00 P 1 | | | 69.30 | |
| | 326 | 1988 | 914 | 00 P 1 | | 128.21 | 128.21 | |
| | | | TOT | P1 | | 128.21 | 197.51 | |
| | | | ** JOB TOTALS ** | | ** | 128.21 ** | 197.51 ** | |
| MACADAM AVE SIGNAL PROJ | CONT NO | | FA PROJ NOS | M 565002 100 | | | | STATE |
| | 326 | 1989 | 296 | 00 N 9 | | 23.07 | 14,087.91CR | |
| | 326 | 1989 | 298 | 00 N 9 | | 23.07CR | 14,087.91 | |
| | 326 | 1989 | 901 | 00 P 1 | | 26.88CR | 13,750.67 | |
| | 326 | 1989 | 902 | 00 P 1 | | | 617.59 | |
| | 326 | 1989 | 902 | 00 N 1 | | | 175.44 | |
| | 326 | 1989 | 907 | 00 P 1 | | | 45.76 | |
| | 326 | 1989 | 910 | 00 P 1 | | | 30.93 | |
| | 326 | 1989 | 911 | 00 P 1 | | | 983.43 | |
| | 326 | 1989 | 921 | 00 P 1 | | | 439.92 | |
| | 326 | 1989 | 922 | 00 P 1 | | | 21.57 | |
| | 326 | 1989 | 923 | 00 P 1 | | | 254.98 | |
| | 326 | 1989 | 924 | 00 P 1 | | | 274.63 | |
| | | | TOT | P1 | | 26.88CR | 16,419.46 | |
| | | | TOT | N1 | | | 175.44 | |
| | | | ** JOB TOTALS ** | | ** | 26.88CR** | 16,594.92 ** | |
| SPTC XING @ GRAND AV SE-PRTLD | CONT NO | | FA PROJ NOS | RRP 00S022 100 | | | | STATE |
| | 326 | 1990 | 296 | 00 N 9 | 14.58CR | 158.22CR | 158.22CR | |
| | 326 | 1990 | 298 | 00 N 9 | 14.58 | 158.22 | 158.22 | |
| | 326 | 1990 | 905 | 00 P 1 | | | 55.50 | |
| | 326 | 1990 | 914 | 00 P 1 | | | 104.10 | |
| | 326 | 1990 | 920 | 00 P 1 | | 16.20 | 16.20 | |
| | | | TOT | P1 | | 16.20 | 175.80 | |
| | | | ** JOB TOTALS ** | | ** | 16.20 ** | 175.80 ** | |
| P.? XING @ N BASIN AVE | CONT NO | * | FA PROJ NOS | RRS 930001 100 | | | | STATE |
| | 326 | 1991 | 296 | 00 N 9 | | 224.89CR | 224.89CR | |
| | 326 | 1991 | 298 | 00 N 9 | | 224.89 | 224.89 | |
| | 326 | 1991 | 901 | 00 P 1 | | | 179.15 | |
| | 326 | 1991 | 905 | 00 P 1 | | | 20.73 | |
| | 326 | 1991 | 920 | 00 N 1 | | 15.73 | 15.73 | |
| | | | TOT | P1 | | | 249.88 | |
| | | | TOT | N1 | | 15.73 | 15.73 | |
| | | | ** JOB TOTALS ** | | ** | 15.73 ** | 265.61 ** | |
| BNRR XING @ NW NICOLAI | CONT NO | | FA PROJ NOS | RRS 302001 100 | | | | STATE |
| | 326 | 1993 | 296 | 00 N 9 | | | 675.00F | |

B01 OREGON STATE HIGHWAY DEPARTMENT 5 20 82 PAGE 100
FHWA BILLING VOUCHER

| PREFIX | GRP FL | FED AID PROJ APPR | AGREEMENT AMOUNT | TOTAL COSTS TO DATE | PARTIC. AMOUNT | % OF PARTIC | FEDERAL SHARE | AMOUNT PREV. CLAIMED | ADJUSTMENT AND CODE | AMOUNT OF THIS VOUCHER |
|---|---|---|---|---|---|---|---|---|---|---|
| 326-1980 | 1 | RRO -000S-049 APPR-685 | | 72.56 | 72.56 | 90.00 | 65.30 | | 65.30 A | |
| 326-1981 | 1 | XI -9699-003 APPR-823 | 17,700.00 | 24,332.34 | 23,945.33 | 85.80 | 20,545.09 | 17,700.00 | 2,845 09 B | |
| 326-1983 | 1 | RRP -9295-001 APPR-139 | 1,800.00 | 205.91 | 205.91 | 90.00 | 185.32 | 185.32 | | |
| 326-1985 | 1 | RRP -9311-001 APPR-139 | 1,800.00 | 435.73 | 435.73 | 90.00 | 392.16 | 392 16 | | |
| 326-1987 | 1 | M -9945-001 APPR-W36 | 392,964.00 | 330,549.90 | 327,681.42 | 85.80 | 281,150.66 | 279,613 13 | | 1 537 53 |
| 326-1988 | 1 | RRP -000S-023 APPR-139 | 1,800.00 | 197.51 | 197.51 | 90.00 | 177.76 | 177.76 | | |
| 326-1989 | 1# M | -9565-002 APPR-W36 | 14,087.91 | 16,594.92 | 16,419.48 | 85.80 | 14,087.91 | 14,087 91 | | |
| 326-1990 | 1 | RRP -000S-022 APPR-139 | 1,800.00 | 175.80 | 175 80 | 90.00 | 158.22 | 158 22 | | |
| 326-1991 | 1# | RRS -9930-001 APPR-138 | 224 89 | 265 61 | 249 88 | 90.00 | 224 89 | 224 89 | | |
| 326-1993 | 1 | RRS -9302-001 APPR-138 | 675.00 | 2,132.71 | 2,085.27 | 90.00 | 1,876 74 | 675 00 | 1 201 74 B | |
| 326-1995 | 1 | RRS -9300-002 APPR-138 | 675.00 | 179.20 | 179.20 | 90.00 | 161 28 | 161 28 | | |
| 326-1996 | 1# | RRS -9308-001 APPR-138 | 193 10 | 237 44 | 214 55 | 90.00 | 193 10 | 193 10 | | |
| 326-1997 | 1 | RRS -9763-001 APPR-138 | 1,800.00 | 74.40 | 74.40 | 90 00 | 66 96 | 66 96 | | |
| 326-1998 | 1 | XI -9800-001 APPR-823 | 2,050.00 | 1,154.93 | 1,154.93 | 85.00 | 981 69 | 981 69 | | |
| 326-1999 | 1 | XI -9723-001 APPR-823 | 5,155.81 | 6,009.10 | 6,009.10 | 85.80 | 5,155.81 | 5,155.81 | | |
| | 2 | M -9723-001 APPR-W36 | 1,287 00 | | | 85.80 | | | | |
| 326-1999 | | PREFIX TOTALS | 6,442.81 | 6,009.10 | 6,009 10 | | 5,155 81 | 5,155 81 | | |
| 327-1957 | 1 | M -6120-001 APPR-W32 | 35,336.00 | 40,725.82 | 40,621 55 | 85.77 | 34,841 10 | 34,841 10 | | |
| 327-1959 | 1# | M -6685-001 APPR-W32 | 19,029.75 | 22,149.45 | 22,149 45 | 85 77 | 18,997 58 | 19 029 75 | | |
| 327-1963 | 1# | RRS -6051-001 APPR-138 | | 123.95 | | 90.00 | | | | |
| 327-1982 | 1 | BROS-2702-001 APPR-117 | 14,400 00 | 10,627 87 | 10,625.48 | 80.00 | 8,500 38 | 7,292 47 | | |
| 329-1972 | 1 | PMS -000S-092 APPR-140 | 750 00 | 437 99 | 437 99 | 100.00 | 437 99 | 437 99 | | |
| 330-1918 | 1 | RRP -000S-003 APPR-139 | 67 76 | 75 29 | 75 29 | 90 00 | 67 76 | 67 76 | | |
| 330-1919 | 1 | RRP -000S-003 APPR-139 | 47 84 | 53 16 | 53 16 | 90 00 | 47 84 | 47 84 | | |
| 330-1920 | 1# | SRS -000S-063 APPR-148 | 1,970 49 | 1,067 53 | 2,189 43 | 90 00 | 1,970 49 | 1,970 49 | | |
| 330-1930 | 1# | SOS -3002-001 APPR-680 | 7,290.00 | 12,793.65 | 8,499 48 | 85 77 | 7,290.00 | 7,290 00 | | |

1143

VICTOR ATIYEH
GOVERNOR

*Department of Transportation*
# STATE HIGHWAY DIVISION

IN REPLY REFER TO
FILE NO

January 14, 1982

CON 5 #9183

Cascade Construction Company, Inc.
P.O. Box 4267
Portland, OR 97208

NOTED
H.S.COULTER

RE: Time Extension Request
S.W. Bancroft St.-Sellwood Br. (Portland)
Contract No. 9183
IX-9565(12)

Gentlemen:

Your request for additional contract time in which to complete the above project has been carefully reviewed. A contract time extension of 227 calendar days is granted due to the performance of extra work on the project and primarily for work done under Price Agreement No. 5, Construct Retaining Walls.

The revised completion time for this project is 677 calendar days.

Sincerely,

C. T. Keasey, P.E., P.L.S.
Assistant State Highway Engineer

CTK:OBJ:cb

bc. H. S. Coulter (att. 3 letters)
E. L. Hardt " 1 "
Paul Barnhart " 1 "
FHWA " 3 "
Bob Church

RECEIVED
STATE HWY ENG
JAN 18 '82
REFER TO
ROUTE
BY

Form 734-3123

STATE OF OREGON

# INTEROFFICE MEMO

TO: BRYANT JACKMOND
Contract Administration Engineer

DATE: January 8, 1982

FROM: MARION CRAFT
Region Construction Engineer

SUBJECT: BANCROFT-SELLWOOD (MACADAM AVE.)
Contract No. 9183
Time Extension Request

Attached is a time extension request from the contractor, Cascade Construction, with his letter explaining his reasons for the time extension, and Paul Barnhart's letter with his recommendation to grant the time requested.

The time frame mentioned by the contractor in his letter, December 3, 1980 to July 18, 1981, comes out to 227 days, and he is asking for this time in his time extension request. Granting the contractor all this time would seem to be saying he was, in effect, shut down during this period.

I've talked to Paul Barnhart about the delay and he is firm in his opinion that the effect of the delay would warrant granting the total time. The delays caused by the wall revisions did cause critical items of work to be pushed into a season in which that work is undesirable and, in some cases, impossible. The landscaping, finishing of the islands, and the final lift of pavement are all yet to be done and can't be done until weather allows, and were originally contemplated to be done in late fall.

I think we should accept the responsibility for this situation, and recommend we grant the 227 days requested.

1-14-82

CTK -

I concur with Region & Proj. Mgr. and recommend a contract time extension of 227 calendar days due to performance of extra work, primarily constructing retaining walls under P. A. 5 for approximately $148,000 ± - a major alteration.

MC/gw
Attachment
cc Paul Barnhart

Note: Time used to
Jan. 9, 1982 = 482 C.D.
orig. time allowed 450 C.D.

ASHE ___ C/E ✓ ___ FOE ___ QCE ___ SCS ___ EEO ___

RECEIVED
JAN 11 1982
CONSTRUCTION BRANCH

O&L ___ CA ___ LE ___ TC ___ FE ___ CP ___

STATE OF OREGON
HIGHWAY DIVISION

# INTEROFFICE MEMO

TO: MARION CRAFT

DATE: December 7, 1981

FROM: PAUL R. BARNHART

SUBJECT: Time Extension
Contract No. 9183

| | | |
|---|---|---|
| OE | RE | RME RCE BE |
| TE | RECEIVED | RSM |
| UE | DEC - 7 1981 | RSC |
| SO | REGION I | RBI |
| TO | | |

Attached is a request for an increase in Calendar Days by Cascade Construction Co. from 450 days to 677 days. The narrative explanation by the contractor is correct except that the date in the last sentence of paragraph 9 should read 7/18/81.

All this time we are building the median islands and when they are completed, we will be able to place the base course of asphaltic concrete. As the weather dictates at this time of the year, we won't be able to lay the wearing course of AC until sometime in the spring of 1982. This problem is the classic statement of "changing good days for bad" but yet it is the truth.

We just received from the City a plan to delete some median islands which will necessitate installing an additional illuminaire pole and changing the arm length on the original. How much time this will add for delivery of material is unknown.

I recommend granting the time extension but realizing the Contractor may have to request more next year.

Attachment

Contains
Recycled
Materials

REQUEST FOR AN EXTENSION OF TIME:

The project time started on 9/15/80 with a completion time of 450 Calendar Days. The prejob was held on 9/29/80 and at that time we were told that certain areas of the project were not available for construction as follows:

1. The embankment area between stations 101+00 and 103+00 due to a new support to be placed by City of Portland Water Department forces underneath a 36 inch water line which was exposed in the fill area. This prevented construction of the 48 inch line extension and construction of the only major embankment on the project.

2. Removal of the power lines on the east side by P.G.E. would not be completed until February 1, 1981. This would inhibit the work on the utility trench, which was the first order of construction in order to start the widening of the roadway.

We were able to work around these problems with a small crew performing preliminary work on the project.

On or about December 3, 1980 it was discovered while constructing a sediment fence that there was a major problem in two small fill areas between stations 106+00 and 112+00. Constructing the project as designed would encroach on the Southern Pacific Railroad Co. right of way. This presented a very difficult design problem due to the following factors:

1. The Roadway could not be widened on the west side due to a high rock bluff in the area.

2. Excavation to build a retaining structure on the east side would be difficult because of power lines overhead, the 36 inch water main partial exposed in the area and in close proximity to any construction, a six inch waterline and four inch gas line which might be in a construction zone, and uncertainity concerning the size of boulders and stability of an excavation slope.

3. Major concerns were protection of the railroad track and protection of the vehicular traffic on this heavily travelled roadway.

After several conferences between personnel of the OSHD, Cascade Construction Co., Inc., City of Portland, Southern Pacific Railroad Co., PGE and Columbia-Pacific Construction Company, the structure subcontractor on the project; a price agreement was signed on May 15, 1981 allowing us and our subcontractor to proceed with a remedy to this problem. Wall construction and backfill was completed on 8/18/81. (7-18-91)

The restrictions in these embankment areas delayed the excavation on the MT, TM and TFR lines and consequently delayed the whole project. At this time we have commenced the construction of the center islands and depending upon the weather should get the base lift of the asphalt mix in place, however due to the delays mentioned above we will be unable to place the top lift of asphalt mix until next spring when the weather conditions are right.

We, therefore, request an extension of time to complete the project of 227 days due to the delay encountered between December 3, 1980 to July 18, 1981.

STATE OF OREGON

# INTEROFFICE MEMO

TO: R. N. BOTHMAN
Metro Administrator

DATE: January 11, 1982

FROM: EDWARD L. HARDT
Region Engineer

SUBJECT: SW Bancroft St.-Sellwood Bridge (Macadam Ave.)
Contract 9183
Contractor's Time Extension Request

Attached is correspondence relative to the request of the contractor on the Macadam Avenue project for additional time to complete the project. I refer you specifically to a sheet entitled "Request for an Extension of Time" which is the contractor's reason for requesting additional contract time. There have been many other changes on the project, but this one tends to overlap and blanket all others. I forward this data for your general information in case someone wants to know why the Macadam Avenue project is taking longer than we had planned and, hopefully, to avoid this type of problem on future projects.

ELH/cp
Attachments
cc Hal Versteeg
Paul Barnhart

Versteeg
Anderson
Adams
Olson
Sullivan
Trout

RECEIVED
JAN 12 1982
ROAD DESIGN SECTION

Do Not File
Return To
Bring
Action

BRYANT JACKMOND
Contract Administration Engineer

MARION CRAFT
Region Construction Engineer

BANCROFT-SELLWOOD (MACADAM AVE.)
Contract No. 9183
Time Extension Request

January 8, 1982

REGION I

RME RCE OE TE
UE SO RSM RSC
RBI BE TO

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MC/gw
Attachment
cc Paul Barnhart

STATE OF OREGON
HIGHWAY DIVISION

# INTEROFFICE MEMO

TO: MARION CRAFT

FROM: PAUL R. BARNHART

DATE: December 7, 1981

SUBJECT: Time Extension
Contract No. 9183

| | | |
|---|---|---|
| SE | RE | RME RCE BE |
| TE | RECEIVED | RSM |
| UE | DEC - 7 1981 | RSC |
| SO | REGION I | RBI |
| TO | | |

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We just received from the City a plan to delete some median islands which will necessitate installing an additional illuminaire pole and changing the arm length on the original. How much time this will add for delivery of material is unknown.

I recommend granting the time extension but realizing the Contractor may have to request more next year.

Attachment

Contains
Recycled
Materials
81-125-1387

REQUEST FOR AN EXTENSION OF TIME:

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We, therefore, request an extension of time to complete the project of 227 days due to the delay encountered between December 3, 1980 to July 18, 1981.

7 85

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

12-21-1

# LETTER OF APPROVAL AND/OR AUTHORIZATION

| | | |
|---|---|---|
| 1. FEDERAL-AID PROJECT NO. IX-9565(12) | | |
| 2. STATE PROJECT NO. See below | | |
| 3. FROM Dale E. Wilken, Division Administrator FHWA - Oregon Division | 4. PROGRAM NO. | 2A. COUNTY NAME Multnomah |
| | 5. ITEM NO. 80368 | |

6. TO

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

| 7. DATE AUTHORIZATION EFFECTIVE | 8. FEDERAL ROUTE NUMBER | 9. STATE ROUTE NUMBER |
|---|---|---|
| 11/2/81 | FAU 9565 | Primary 3 |

10. GENERAL LOCATION:

SW Bancroft St. - Sellwood Bridge (Portland) Section

11. GENERAL DESCRIPTION OF WORK

Install water service for landscape irrigation system in median area

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

- ☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
- ☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
- ☐ ACQUISITION OF RIGHT OF WAY
- ☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
- ☒ CONSTRUCTION PROCEED ON ~~XXXXXXXXXXXXXXXXX~~ FORCE ACCOUNT BASIS
- ☐ OTHER *(Specify)*

13. REMARKS

I approve the advance authorization date of 11/2/81 as requested in Mr. Keasey's letter of 12/10/81 as being in the public interest for the use of City Forces to proceed with the above work. State Force Order No. 8 representing work to be performed by City of Portalnd, Bureau of Water Works is approved for a TEC of $13,500 Federal Funds $11,475.

RECEIVED
STATE HIGHWAY ENGINEER
DEC 23 '81
REFER TO
FOR

| 14. DATE | 15. SIGNATURE OF APPROVING OFFICIAL | 16. TITLE |
|---|---|---|
| 12/21/81 | | for Division Administrator |

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

VICTOR ATIYEH
GOVERNOR

# *Department of Transportation*
## HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.

October 30, 1981

PRO 6-2

TO: Dale E. Wilken
Division Administrator
Federal Highway Administration

FROM: D.E. Swan, P.E.
Operation Programming Engineer

SUBJECT: Program Change
Item No. 80368
Project No. IX-9565(12)
S.W. Bancroft St.-Sellwood Br. (Portland) Sec.
Multnomah County

I request your approval of a program change to include in the character of proposed work "Landscaping", which will require a revision in project data.

1) Project Data: Change to read "---, railroad track removal; install irrigation system and seed lawn in raised median areas, plant trees and incidental work ----".

No increase in the estimated total cost or federal funds as currently under project agreement is anticipated for the requested program change.

CL:bkc

cc: G. Zehner
General Files

Form 734-3122

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

# LETTER OF APPROVAL AND/OR AUTHORIZATION

| | | |
|---|---|---|
| 1. FEDERAL-AID PROJECT NO. IX-9565(12) | | |
| 2. STATE PROJECT NO. See below | | |
| 3. FROM Dale E. Wilken, Division Administrator FHWA - Oregon Division | 4. PROGRAM NO. | 2A. COUNTY NAME Multnomah |
| | 5. ITEM NO. 80368 | |

6. TO

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

| 7. DATE AUTHORIZATION EFFECTIVE | 8. FEDERAL ROUTE NUMBER | 9. STATE ROUTE NUMBER |
|---|---|---|
| 10/30/81 | FAU 9565 | Primary 3 |

10. GENERAL LOCATION:

SW Bancroft Street - Sellwood Bridge (Portland) Section

11. GENERAL DESCRIPTION OF WORK

Program change

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

- ☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
- ☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
- ☐ ACQUISITION OF RIGHT-OF-WAY
- ☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
- ☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
- ☒ OTHER *(Specify)* Program change See below

13. REMARKS

As requested in Mr. Swan's letter of 10/30/81 I approve the program change adding to the character of proposed work as follows:

1) Project Data: Change to read "---, railroad track removal; install irrigation system and seed lawn in raised median areas, plant trees and incidental work ---".

RECEIVED
STATE HWY ENGR
DEC 23 '81
REFER TO
FOR

14. DATE 10/30/81

for Division Administrator

FORM PR-1240 (Rev. 12-75) PREVIOUS EDITIONS MAY BE USED

PLA

October 15, 1981

Carl A. Neuburger, Director
Citizens for Better Highways, Inc.
1523 Southeast Tolman Street
Portland, OR 97202

Dear Mr. Neuburger:

The decision to install a raised, planted median on Southwest Macadam Avenue was made over the past seven years as part of the city's neighborhood planning program. The state's representative did participate during that time. Both business and neighborhood representatives endorsed the plans now being built which include the raised, planted median.

Left-turn lanes are required at the major intersections and, if not provided, cause serious congestion on the remaining four-lane section. A minimum section was adopted to reduce impacts on adjacent businesses. This section is acceptable on the assumption that there are not turning movements into local accesses.

I understand that the City Council is considering a request from local business firms to provide access to their businesses. The city staff recommendation will be to proceed with the current plan.

The Highway Division will respond according to the City Council's action, but will not proceed with a recommendation which does not provide for the safe flow of traffic on Macadam Avenue.

Sincerely,

H. S. Coulter
State Highway Engineer

RNB:pe 1b

bc R. N. Bothman

Citizens for Better Highways, Inc.

1523 S.E. Tolman Street Portland, Oregon 97202
Phone (503) 232-9810

DIRECTORS
Carl A. Neuburger
Don Marsters
Nathalie Healey

October 3, 1981

H. Scott Coulter
State Highway Engineer
140 Transportation Bldg.
Salem, Oregon 97310

Dear Mr. Coulter:

Enclosed is a copy of our letter to the Portland City Council regarding the construction now in progress on S. W. Macadam Avenue in Portland.

Because this street also bears the designation: State Highway 43, we felt you should be made aware of the complaint addressed in this correspondence.

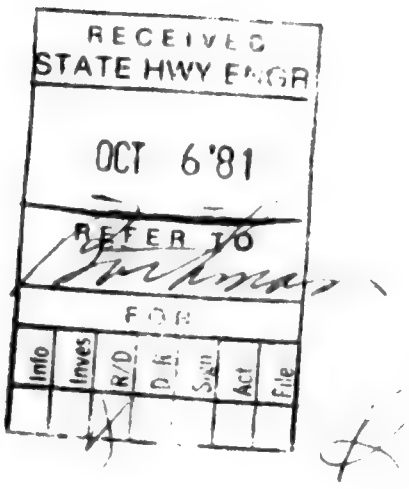
We understand that the local neighborhood association and the business community are also responding in this matter.

Very truly yours,

Nathalie Healey

Nathalie Healey

Encl.



Citizens for Better Highways, Inc.

1523 S.E. Tolman Street Portland, Oregon 97202
Phone (503) 232-9810

DIRECTORS
Carl A. Neuburger
Don Marsters
Nathalie Healey

October 3, 1981

Portland City Council
c/o City Auditor
202 City Hall
1220 S.W. Fifth Avenue
Portland, Oregon 97204

Honorable Members of the Council:

We have learned that a concrete centerline divider is planned for S.W. Macadam Avenue in connection with the improvements now in progress there.

It is the judgment of our board that a divider would be about the worst thing that could happen to this particular thoroughfare. While we recognize that Macadam is a state highway, and as such might require a divider, we submit that it is also a business street with a high density of commercial establishments that owe their very existence to traffic carried by this street. A divider would virtually eliminate left turns except at specially designated intersections and would impose an unnecessary burden on these businesses as well as to the general public.

In addition to the threat to business, the safety and well-being of the adjacent residential area is also at stake, because it would throw commercial traffic seeking access to business establishments onto neighborhood streets.

Macadam is a street very much like Powell Boulevard and Foster Road. All are heavily commercialized and are routed alongside or through residential neighborhoods. They should have no encumbrances in the roadway that would hinder the free circulation of traffic.

In the case of Macadam, a center left turning lane similar to that serving S.E. Powell Boulevard would be the most desirable treatment. However, since it would appear that there is insufficient width for such a lane, a well defined, painted, center stripe would serve nearly as well.

If the proposed centerline divider was to be part of a beautification project, such as those on West Burnside and N.E. Union Avenue, we suggest an alternate beautification plan incorporating plantings or potted trees on sidewalks at the roadway edges. The effect would be much more pleasing in that the appearance of some of the more drab establishments could be enhanced thereby, and the clean, unencumbered lines of the highway would be preserved.

Very truly yours,

Carl A. Neuburger

CAN:nch

915

VICTOR ATIYEH
GOVERNOR

# Department of Transportation
## HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:

PRO 6-2

September 18, 1981

TO: Dale E. Wilken
Division Administrator
Federal Highway Administration

FROM: D.E. Swan
Operation Programming Engineer

SUBJECT: Interstate Substitution Projects
FY '81 Supplemental Allocation

We propose to utilize the subject supplemental funds in the amount of $15,000,000 on the following listed projects in the Portland and Salem Urban Areas by the end of September 1981.

PORTLAND

| Project No. | Section | Work | Purpose | TC | FF |
|---|---|---|---|---|---|
| IX-24(23) | 52nd-92nd | R/W | Addn't Auth. | $ 1,791,210 | $ 1,522,527 |
| IX-26(12) | McLoughlin Ped. U'Xing | P.E. | Increase | 3,322 | 2,820 |
| IX-79(4) | S.W. 72nd Ave. Intchge. | R/W | Auth. | 236,000 | 200,600 |
| IX-79(4) | S.W. 72nd Ave. Intchge. | P.E. | Increase | 26,100 | 22,185 |
| IX-0000(8) | N.W. Thurman-S W. Columbia | P.E. | Increase | 10,341 | 8,790 |
| IX-0000(40) | N.W. Thurman-S.W. Columbia | Con. | PS&E | 669,767 | 569,300 |
| IX-0000(41) | Cornell-Murray | Con. | PS&E | 2,893,550 | 2,459,500 |
| IX-000C(22) | Coliseum Area Traf. Sig. | Con. | PS&E | 102,235 | 86,900 |
| IX-000C(23) | Clackamas Town Center | P.E. | Auth. | 16,100 | 13,685 |
| IX-9064(2) | S.W. 185th Ave.-S.W. Hall Blvd. | P.E. | Increase | 7,200 | 6,120 |
| IX-9088(3) | Main Ave.-Alice Lane | R/W | Addn't Auth. | 331,500 | 281,775 |
| IX-9282(3) | S.W. 89th-I-5 (Tualatin) | R/W | Addn't Auth. | 86,859 | 73,830 |
| IX-9282(4) | S.W. 89th-I-5 (Tualatin) | Con. | PS&E | 281,888 | 239,604 |
| IX-9326(5) | W. Burnside @ Tichner | P.E. | Increase | 7,500 | 6,375 |
| IX-9326(8) | W. Burnside @ Tichner | Con. | PS&E | 311,800 | 265,000 |
| IX-9565(12) | Bancroft-Sellwood | Con. | Increase | 352,942 | 300,000 |
| IX-9565(13) | Oswego Cr. (Sucker Cr.) Br. | Con. | PS&E | 2,841,200 | 2,415,000 |
| IX-9659(3) | Gladstone NCL-S.E. Oatfield Rd. | P.E. | Increase | 11,910 | 10,120 |

Form 734-3122

| | | | | | |
|---|---|---|---|---|---|
| IX-9659(5) | Clack. Hwy.-Gladstone N.C.L. | P.E. | Increase | 5,300 | 4,505 |
| IX-9665(6) | Oatfield Rd. @ Alder-crest Dr. | P.E. | Increase | 3,250 | 2,760 |
| IX-9665(11) | Oatfield Rd. @ Thiesen | Con. | PS&E | 189,428 | 161,013 |
| IX-9699(3) | N.E. Glisan-S.E. Glenwood | P.E. | Increase | 9,200 | 7,820 |
| IX-9702(3) | International Way @ Price Fuller | P.E. | Increase | 6,100 | 5,185 |
| IX-9702(6) | Harmony Rd. @ Price Fuller | Con. | PS&E | 155,000 | 131,750 |
| IX-9704(4) | W. Approach Sellwood Br. | Con. | Increase | 116,287 | 98,843 |
| IX-9718(5) | S.E. 97th Ave.-S.E. 122nd Ave. | R/W | Increase | 15,000 | 12,750 |
| IX-9721(1) | S.E. King Rd.-Harmony Rd. | P.E. | Increase | 8,000 | 6,800 |
| IX-9721(2) | S.E. King Rd. @ Price Fuller | Con. | PS&E | 7,808 | 6,636 |
| IX-9823(1) | N.E. 33rd @ Broadway | P.E. | Increase | 6,700 | 5,695 |
| IX-9867(4) | Fariss-Powell Blvd. | R/W | Addn't Auth. | 406,175 | 345,250 |
| IX-9867(5) | Fariss-Powell Blvd. (Unit 1) | Con. | PS&E | 1,694,235 | 1,440,100 |
| IX-9926(6) | Basin Ave.-Going St. Interchange | R/W | Increase | 125,000 | 106,250 |
| IX-9926(7) | Basin Ave.-Going St. Interchange | Con. | PS&E | 2,027,662 | 1,723,512 |
| IX-9956(10) | Columbia Blvd. @ 47th | Con. | PS&E | 67,060 | 57,000 |
| | | | | $14,823,629 | $12,600,000 |

SALEM

| | | | | | |
|---|---|---|---|---|---|
| IX-1525(2) | Chemawa Rd.-Hickory St. | R/W | Auth. | 1,402,500 | 1,192,125 |
| IX-1525(3) | Verda Lane N.E.-Cherry | Con. | PS&E | 1,421,100 | 1,207,875 |
| | | | | | $ 2,400,000 |
| | | | TOTAL | | $15,000,000 |

CL:bkc
cc: R.N. Bothman
J. Rose
Judy Smith
G. Zehner
P. Stearns
General Files

VICTOR ATIYEH
GOVERNOR

# *Department of Transportation*
## HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No :

PRO 6-2

September 17, 1981

TO: Dale E. Wilken
Division Administrator
Federal Highway Administration

FROM: D.E. Swan
Operation Programming Engineer

SUBJECT: Program Change
Project No. IX-9565(12)
S.W. Bancroft St.-Sellwood Br. Sec.
Multnomah County

I request your approval of a program change to adjust the estimated construction costs as indicated on the attached revised project agreement estimate and modification of project agreement.

Approval of this request will involve an increase of $352,942 in total cost and federal obligation of $300,000 in Interstate Substitution General Funds (Appn Code 772) with revised financing as follows:

| | Appn Code | TC | FF | % |
|---|---|---|---|---|
| Present | --- | $4,489,015 | $3,815,662 | 85 |
| Previous | 772 | 29,471 | 25,050 | |
| | 823 | 4,106,602 | 3,490,612 | 85 |
| Difference | 772 | $ 352,942 | $ 300,000 | |

Funding of this increase is from the FY '81 supplemental allocation.

CL:bkc
Attachment

cc: R.N. Bothman
J. Rose
Judy Smith
G. Zehner
General Files

Form 734-3122

25-1183

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

# LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO.: IX-9565(12)

2. STATE PROJECT NO.: See below

3. FROM: Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.:

5. ITEM NO.: 80368

2A. COUNTY NAME: Multnomah

6. TO:

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

| 7. DATE AUTHORIZATION EFFECTIVE | 8. FEDERAL ROUTE NUMBER | 9. STATE ROUTE NUMBER |
|---|---|---|
| 9/17/81 | FAU 9565 | Primary 3 |

10. GENERAL LOCATION:

SW Bancroft Street - Sellwood Bridge Section

11. GENERAL DESCRIPTION OF WORK

Program Change

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

- ☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
- ☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
- ☐ ACQUISITION OF RIGHT-OF-WAY
- ☐ CONSTRUCTION — ADVERTISE FOR RECEIPT OF BIDS
- ☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
- ☒ OTHER *(Specify)* Program Change

13. REMARKS

As requested in Mr. Swan's letter of 9/17/81 I approve the revised Construction Costs to a TEC of $4,489,015 Federal Funds $3,815,662.

(Increase TEC $352,942 Federal Funds $300,000 Appn. Code 772 from FY 81 Supplemental allocation)

RECEIVED
STATE HWY ENGR
SEP 23 '81
REFER TO
Machine 9
FOR

| 14. DATE | 15. SIGNATURE OF APPROVING OFFICIAL | 16. TITLE |
|---|---|---|
| 9/17/81 | L K Hansen | for Division Administrator |

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

# LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO.: IX-9565(12)

2. STATE PROJECT NO.: See below

3. FROM: Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.:

5. ITEM NO.: 80368

2A. COUNTY NAME: Multnomah

6. TO:

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

| 7. DATE AUTHORIZATION EFFECTIVE | 8. FEDERAL ROUTE NUMBER | 9. STATE ROUTE NUMBER |
|---|---|---|
| 8/10/81 | FAU 9565 | Primary 3 |

10. GENERAL LOCATION:

SW Bancroft Street - Sellwood Bridge Section

11. GENERAL DESCRIPTION OF WORK

Program change

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

- ☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
- ☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
- ☐ ACQUISITION OF RIGHT-OF-WAY
- ☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
- ☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
- ☒ OTHER *(Specify)* Program change

13. REMARKS

As requested in Mr. Swan's letter of 8/5/81 I approve the revised Construction Costs to a TEC of $4,136,074 Federal Funds $3,515,662.

(Increase TEC $77,132 Federal Funds $65,562)

RECEIVED
STATE HWY ENGR
AUG 12 '81
REFER TO
FOR
Info | Invest | R/D | D/R | Sign | Act | File

| 14. DATE | 15. SIGNATURE OF APPROVING OFFICIAL | 16. TITLE |
|---|---|---|
| 8/10/81 | G. K. Hansen | for Division Administrator |

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

4183

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

# LETTER OF APPROVAL AND/OR AUTHORIZATION

| | |
|---|---|
| 1. FEDERAL-AID PROJECT NO. | IX-9565(12) |
| 2. STATE PROJECT NO. | See below |

| | | |
|---|---|---|
| 3. FROM<br>Dale E. Wilken, Division Administrator<br>FHWA - Oregon Division | 4. PROGRAM NO. | 2A. COUNTY NAME<br>Multnomah |
| | 5. ITEM NO.<br>80368 | |

6. TO

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

| 7. DATE AUTHORIZATION EFFECTIVE | 8. FEDERAL ROUTE NUMBER | 9. STATE ROUTE NUMBER |
|---|---|---|
| 8/10/81 | FAU 9565 | City Street |

10. GENERAL LOCATION:

SW Bancroft Street - Sellwood Bridge Section

11. GENERAL DESCRIPTION OF WORK

Program change

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

- ☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
- ☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
- ☐ ACQUISITION OF RIGHT-OF-WAY
- ☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
- ☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
- ☒ OTHER *(Specify)* Program change

13. REMARKS

As requested in Mr. Swan's letter of 8/5/81 I approve the revised Construction Costs to a TEC of $4,058,942 Federal Funds $3,450,100.

(Increase TEC $17,212 Federal Funds $14,629)

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STATE HWY ENGR
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Info | Inves | R/D | D/R | Sign | Act | File

| 14. DATE | 15. SIGNATURE OF APPROVING OFFICIAL | 16. TITLE |
|---|---|---|
| 8/10/81 | G. K. Donner | for Division Administrator |

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

VICTOR ATIYEH
GOVERNOR

# *Department of Transportation*
## HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No..

PRO 6-2

August 5, 1981

TO: Dale E. Wilken
Division Administrator
Federal Highway Administration

FROM: D.E. Swan
Operation Programming Engineer

SUBJECT: Program Change
Item No. 00040
Project No. IX-0000(19)
Arterial Street Light Conversion Program (Portland)
Multnomah County

I request approval of a program change releasing $14,629 of Federal funds (Appn Code 772) from the subject project and reobligate these funds on Project No. IX-9565(12). Bancroft - Sellwood Macadam Ave.

Since my letter of June 15 on Project M-000C(21) it has been established that the anticipated overrun of PE will not occur as some of the charges considered then are non-participating.

JLG:bkc

cc: R.N. Bothman
Jon Rose
Judy Smith
Gary Zehner
General Files

Form 734-3122

VICTOR ATIYEH
GOVERNOR

# *Department of Transportation*
## HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:

August 5, 1981

PRO 6-2

TO: Dale E. Wilken
Division Administrator
Federal Highway Administration

**Original Signed By**
**D. E. Swan**

FROM: D.E. Swan
Operation Programming Engineer

SUBJECT: Program Change
Item No. M-87
Project No. IX-M-9926(1)
Basin Ave. - Going St. Interchange Sec.
Multnomah County

I request approval of a program change to eliminate the joint funding by deleting the Interstate Substitutions General Funded class of federal funds requiring changes as follows:

1) Project Number: Change to "M-9926(1)"
2) Appn Code: Change to "W36".
3) Class of Federal Funds: Change to "Urban System".

$65,562 in Interstate transfer funds (Appn Code 823) released by this action is to be reobligated on Project No. IX-9565(12) and replaced on this project with "W36" funds.

Also enclosed is justification to increase the cost of PE on the subject project including "Revised Project Agreement Estimate" and "Modified Federal-Aid Project Agreement".

JLG:bkc
Enc.

cc: R.N. Bothman (Metro)
Jon Rose (Metro)
Judy Smith (Metro)
E.L. Hardt (Region 1)
F. Terpin
Gary Zehner (w/att)
General Files

Form 734-3122

9:1 x 3

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

7-7-81

# LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO.: IX-9565(12)

2. STATE PROJECT NO.: See below

3. FROM: Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.:

5. ITEM NO.: 80368

2A. COUNTY NAME: Multnomah

6. TO

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE: 6/8/81

8. FEDERAL ROUTE NUMBER: FAU 9565

9. STATE ROUTE NUMBER: Primary 3

10. GENERAL LOCATION:

SW Bancroft - Sellwood Bridge Section

11. GENERAL DESCRIPTION OF WORK

Utility adjustment

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

- ☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
- ☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
- ☐ ACQUISITION OF RIGHT-OF-WAY
- ☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
- ☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
- ☒ OTHER *(Specify)* Utility adjustment

13. REMARKS

As requested in Mr. Swan's letter of 6/24/81 this will confirm the advance approval date of 6/8/81 to proceed with the actual adjustments of Portland General Electric Company's de-energizing of aerial power line facilities on an actual cost basis estimated to be $3,142 Federal Funds $2,670.

I approve the agreement with Portland General Electric Company.

Approval and participation for the eligible portion of the work authorized above is subject to the provisions of the Federal Aid Program Manual.

(The above authorization does not require an additional obligation of funds.)

RECEIVED
STATE HWY ENGR
JUL 10 '81
REFER TO
FOR
Info | Invest | H'D | D.E. | Sign | Act | File

| 14. DATE | 15. SIGNATURE OF APPROVING OFFICIAL | 16. TITLE |
|---|---|---|
| 7/7/81 | [signature] | for Division Administrator |

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

ROW 18-4

June 24, 1981

TO: D. E. Wilken, Division Administrator
Federal Highway Administration

FROM: D. E. Swan
Operations Programming Engineer

SUBJECT: Power Line Adjustment
SW Bancroft St.-Sellwood Br. Section
Oswego Highway (Macadam Ave.)
Multnomah County
Project No. IX-9565(12)

Here is a copy of an estimate of cost from Portland General Electric Company to de-energize aerial power line facilities in conflict with the construction of retaining walls dated June 3, 1981.

PGE had previously completed the relocation of their aerial power line facilities to accomodate the planned construction. The construction of the retaining walls was added after PGE had completed their relocation work. PGE's adjustment is a second adjustment of the same facilities and, therefore, is considered eligible for reimbursement by the State.

The conflict was not originally anticipated, therefore, PGE was advised verbally of the conflict as soon as it was known. The relocation agreement will, therefore, consist of verbal notification of conflict, the estimate and sketch submitted herewith and our letter authorizing them to proceed with the work.

RECEIVED
TECHNICAL SERVICES
JUN 25 '81
REFER TO
FOR

An appropriate permit for the utility's proposed relocation will be issued as required.

The State is not entitled to a credit for expired service life under the provisions of Paragraph 9b (1) (b) of PPM 30-4, as the relocation involves a segment of facilities less than one mile in length.

There will be no betterment derived from the proposed adjustment of the PGE facilities.

Your approval of the actual cost agreement, as evidenced above and confirmation of your advanced authorization to proceed with the work as of June 8, 1981 under the provisions of PPM 30-4 and 30-4.1 is requested. Estimated cost to the State is $3,142.

JMC/vlw
Enc.

cc: E. S. Hunter Jack M. Cartwright Gary Kennen

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

# LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO.: IX-9565(12)

2. STATE PROJECT NO.: See below

3. FROM: Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.:

5. ITEM NO.: 80368

2A. COUNTY NAME: Multnomah

6. TO

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

| 7. DATE AUTHORIZATION EFFECTIVE | 8. FEDERAL ROUTE NUMBER | 9. STATE ROUTE NUMBER |
|---|---|---|
| 6/18/81 | FAU 9565 | City Street |

10. GENERAL LOCATION:

SW Bancroft Street - Sellwood Bridge (Portland)

11. GENERAL DESCRIPTION OF WORK

Program change

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

- [ ] PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
- [ ] PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
- [ ] ACQUISITION OF RIGHT-OF-WAY
- [ ] CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
- [ ] CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
- [X] OTHER *(Specify)* Program change

13. REMARKS

As requested in Mr. Swan's letter of 6/15/81 I approve the revised Construction Costs to a TEC of $4,041,730 Federal Funds $3,435,471.

(Increase TEC $12,260 Federal Funds $10,421)

RECEIVED
STATE HWY ENGR
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FOR
Info | Invest | R/D | D/R | Spec | Act | File

| 14. DATE | 15. SIGNATURE OF APPROVING OFFICIAL | 16. TITLE |
|---|---|---|
| 6/18/81 | G K Hansen | for Division Administrator |

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

4 7

CON 5

DATE: June 5, 1981

TO: Oregon Transportation Commission

FROM:
H. S. Coulter
State Highway Engineer

SUBJECT: Request for Increase in Project Authorization
S.W. Bancroft Street-S.W. Sellwood Bridge
Oswego Highway
Contract No. 9183

This federal-aid grading, paving, illumination and signal project is expected to exceed the project authorization by $542,132, or 13.7 percent. The project is presently 17 percent complete with a December 1981 completion date anticipated.

The City of Portland has requested a change from Type C to Type A curb that would increase the project cost by approximately $75,000, and also adding landscaping work costing $132,000. Additional retaining wall work totaling $210,000 is needed to prevent placing two feet of fill against a private building and to hold fill off railroad tracks.

Additional surfacing for stage construction and street intersection work will increase the project cost by approximately $37,800.

These increased work items are anticipated to result in a proportional increase in the cost of the construction engineering. This will amount to approximately a $37,000 increase.

This project is financed by Federal and City of Portland funds with no State participation. The City has already sent in their share of the increased cost.

It is recommended that the authorization for this project be increased by $542,132. to a new total of $4,500,000.13. This matter will be on the consent calendar for the June 18 meeting.

WR:fr lb

bc F. B. Klaboe
R. W. Gormsen
C. T. Keasey
V. E. Skoog
E. L. Hardt
George Bell

STATE OF OREGON

INTEROFFICE MEMO

FILE: CON 5 #9183

TO: H. S. Coulter
State Highway Engineer

DATE: June 4, 1981

FROM: O. B. Jackmond
O. B. Jackmond
Contract Administration Engineer

SUBJECT: Request for Increased Project Authorization
S.W. Bancroft Street-S.W. Sellwood Bridge
Oswego Highway
Contract No. 9183

NOTED
H.S.COULTER

This federal-aid grading, paving, illumination and signal project is expected to exceed the project authorization by $542,132, or 13.7 percent. The project is presently 17 percent complete with a December 1981 completion date anticipated.

The City of Portland has requested a change from Type C to Type A curb that would increase the project cost by approximately $75,000 and also adding landscaping work costing $182,000. Additional retaining wall work totaling $210,000 is needed to prevent placing two feet of fill against a private building and to hold fill off of railroad tracks.

Additional surfacing for stage construction and street intersection work will increase the project cost by approximately $37,800.

These increased work items are anticipated to result in a proportional increase in the cost of the construction engineering. This will amount to approximately a $37,000 increase.

This project is financed by federal and City of Portland funds with no State participation. The City has already sent in their share of the increased cost.

Assuming the proposed landscape work is performed by price agreement, approval of the PCRB would be required. The possibility of performing part or all of this work on a separate contract will be investigated. However, to avoid approaching the Commission a second time for an increase in authorization for this contract, funds for the landscaping have been included in this request.

A rough draft letter to the Transportation Commission is attached as is a copy of the Expected Overrun of Project Authorization form.

WR:fr
Att.
cc: Ed Hardt
Paul Barnhart
Robert Church

CK/R

FAI-X

April 23, 1981

ACC

Dick Schmidt
Highway Coordinator
City of Portland
Bureau of Street & Structural Engineering
621 S.W. Alder, Room 725
Portland, Oregon 97205

Attn: Dave Hill
Program Management

Dear Mr. Schmidt:

We are anticipating a funding shortfall on the Bancroft Street-Sellwood Bridge Section of Macadam Avenue. The breakdown of the funding shortfall is as follows:

| | |
|---|---|
| Total Estimated Cost | $542,132 |
| Federal Funds | 460,812 |
| CITY SHARE | $ 81,320 |

The attachment defines the options for making your Advance Deposit. Please select an option and submit your Advance Deposit as described in the instructions.

Very truly yours,

D. E. Swan
Operation Programming Engineer

GEZ:ef
Attachment

bcc w/AD # 895: Jon Rose, Metro Federal Aid Engineer
Vern Skoog - Please return completed AD # 895 when Advance Deposit is received.

2

STATE OF OREGON
Department of Transportation
Metropolitan Branch

INTEROFFICE MEMO
Telephone: 238-8226
Date: April 15, 1981

File No: 26-1913

TO: D.E. SWAN ATTN: GARY ZEHNER
Operation Programming Engineer

FROM: T.A. SPENCE
Plan & Program Manager

SUBJECT: City of Portland Priority List
for Obligations FY 1981

Attached is communication from the City of Portland concerning City of Portland projects identified for utilizing Interstate Transfer Funds during Federal Year 1981. Of particular importance is the Macadam Avenue project where additional funds are being set aside for use this year under the existing contract.

Paul Barnhart and I met with the City of Portland and discussed the additional funding required as described in my April 8, 1981 memo to Ed Hardt. The City of Portland initially is increasing the amount for the Macadam Avenue project by $300,000. Additionally, Mr. Dave Hill of the City will communicate further to develop additional funding for the Macadam Avenue project as required. Tentatively, this process will be that identified in my April 8, 1981 memorandum.

Based upon Dave Hill's April 8, 1981 correspondence, Paul Barnhart will increase the contract authority by $300,000 to begin work on extra items.

TAS:JS

cc: E. Hardt
P. Barnhart
E. Mershon

Attachments

4/22/81

CITY OF
PORTLAND, OREGON
DEPARTMENT OF PUBLIC WORKS

Mike Lindberg, Commissioner
Office of Public Works Administrator
621 S.W. Alder
Portland, Oregon 97205

April 8, 1981

HA PDM PDE
ODOT -
APR 10 1981
BM PAR PPC

Ted Spence
Plan & Program
ODOT - Metro
5821 NE Glisan St.
Portland, OR 97213

RE: Macadam Ave. Overruns

Dear Ted:

As per our conversation this morning and per the attached list, it is safe for Paul Barnhart to begin work on the extra items. Initially the City of Portland has set aside 300,000 ff on the Macadam Project for these overruns. That amount should be obligated against the project for use on overruns immediately. In another letter I will take action to identify the remaining balance of funds needed to cover the anticipated overruns on this project. If you have any questions, please call me at 248-4643.

Sincerely,

L. David Hill

L. David Hill, PE
Program Management
Bureau of Street & Structural Engineering

att.

cc: Vic Rhodes

CITY OF PORTLAND PROJECTS IDENTIFIED FOR FEDERAL HIGHWAY FUNDING
DURING FEDERAL FY '81 (TILL SEPT. 30, '81)
AE-1 & CIP-1 (TRAFFIC)

| PROJECTS | PHASE | FEDERAL $ |
|---|---|---|
| Beaverton-Hillsdale Highway | Complete PE | $ 45,000 |
| Front Avenue | Complete PE | 22,000 |
| Macadam Avenue | Complete construction | 300,000 |
| NW 14-16th Couplet | Complete PE | 6,000 |
| Going Noise Mitigation | PE, R/W & Dwelling Modification (Funded) | |
| ~~Basin/Going~~ FAU Overlay - Phase II | ~~Construction~~ Construction | ~~723,000/1,520,000 (GF)~~ 723,000 / 300,000 (GF) |
| Signal Computer Study | Complete construction | 1,000 |
| Signal Replacement at 16 Eastside locations | PE | 32,000 |
| NE 47th & Columbia Blvd., new signal | PE | 9,000 |
| N. Tillamook & Interstate, signal replacement | PE & Construction | 40,000 |
| Arterial Street Light Conversion | Construction | 1,088,000 |
| 82nd Avenue Signal Improvements at 6 locations | PE | 16,000 |
| Coliseum Signals at 9 locations, Signal Improvements | Construction | 248,000 |
| Hollywood Transportation | PE | 161,000 |
| Columbia Way/Columbia Blvd./N. Road | Construction | 190,000 |
| Sellwood Traffic Diversion | PE | 19,000 |
| | TOTAL | $2,900,000 |

Revised 3/6/81

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

# LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO.: IX-9565(12)

2. STATE PROJECT NO.: See below

3. FROM: Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.:

5. ITEM NO.: 80368

2A. COUNTY NAME: Multnomah

6. TO:

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE: 3/26/81

8. FEDERAL ROUTE NUMBER: FAU 9565

9. STATE ROUTE NUMBER: Primary 3

10. GENERAL LOCATION:

SW Bancroft - Sellwood Bridge Section

11. GENERAL DESCRIPTION OF WORK

Furnish power for temporary lighting

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

- ☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
- ☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
- ☐ ACQUISITION OF RIGHT-OF-WAY
- ☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
- ☒ CONSTRUCTION PROCEED ON ~~ANY~~ FORCE ACCOUNT BASIS
- ☐ OTHER *(Specify)*

13. REMARKS

I approve the advance authorization date of 3/26/81 as requested in Mr. Keasey's letter of 4/14/81 as being in the public interest for the use of PGE Forces to proceed with the above work. State Force Order No. 4 representing work by PGE is approved for a TEC of $7,000 Federal Funds $5,950.

(The above authorization does not require an additional obligation of funds)

RECEIVED
STATE HIGHWAY DIV.
APR 21 '81
REFER TO
Maintenance

14. DATE: 4/20/81

15. SIGNATURE OF APPROVING OFFICIAL: E K Hoesme

16. TITLE: for Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

STATE OF OREGON
Department of Transportation
Metropolitan Branch

INTEROFFICE MEMO
Telephone: 238-8226
Date: April 8, 1981

File No:

TO: ED HARDT
Region Engineer

FROM: TED SPENCE
Plan and Program Manager

SUBJECT: Macadam Avenue Construction Funding

Paul Barnhart and I met with Dave Hill and Vic Rhodes concerning the issue of having enough funding to cover the entire Macadam Avenue project. The City of Portland has reserved $300,000 additional toward the project from the $21 million priorities for this year.

In our discussions, it was apparent that this left Paul without any contingencies plus an additional $80,000 or so shortfall. It was agreed that the City would establish monies to cover the $80,000 shortfall based on monies needed for retaining walls and to re-establish the contingency fund. The bottom line is that the City will establish not only a $300,000 additional funding source (federal), but about a $400,000 federal source.

Dave Hill will send correspondence to me specifically concerning the following:

1. We will initially add $300,000 to the construction and ask Programming Management to obligate these funds. Paul Barnhart should request an increase in his contract authority for this $300,000.

2. Dave Hill will ask that we de-obligate previously obligated Interstate Transfer Funds on Basin/Going for preliminary engineering and re-obligate as replacement Federal Air Urban system funds from the City of Portland. This money will be then transferred to Macadam.

3. Dave will identify all the sources for the additional federal funding including that from the Basin/Going job and ask that it be placed on Macadam and that the contract authority be increased by this amount plus the match.

4. Because the City's local match has not been budgeted for this additional amount for next year, Dave will ask that we request that the money amount required for matching be placed on deposit with the State as quickly as possible, i.e. before June 30. Apparently, the City has enough money to place on deposit this year but it is not budgeted for next year.

ED — When I receive Dave Hill's letter I will notify Paul to go ahead and increase the authority

Ted

po
bc: Buz Swan
cc: Bob Bothman
Don Adams

STATE OF OREGON
Department of Transportation
Metropolitan Branch

INTRA OFFICE MEMO
Telephone: 238-8226
Date: October 22, 1980

TO: E. L. HARDT
Region Engineer

File No: 26-1913 (100)

FROM: D. R. ADAMS
Project Development Manager

MA PDM PDE FFM SPC
ODOT - METRO

SUBJECT: Street Trees
Southwest Bancroft - Sellwood Bridge Section
Oswego Highway

OCT 23 1980

BM PAR PPC FILE T/A

Attached is a letter from Dave Vargas, City of Portland, requesting that we add street trees to the subject project. He requests 384 trees at an approximate cost of $250 per tree be included in the job and has requested $100,000 additional funds to be authorized into the contract for the trees.

In addition to the funds set up for the contract there have been obligated sufficient funds to cover the inclusion of the street trees in the project.

Would you take the necessary action to include the trees in the project as part of the work to be done by the City.

DRA:nyr

Attachment

cc: Gary Zehner - F.Y.I.

cc: Klotz

PROJECT MANAGEMENT BRANCH
ASHE ☐ STE ☐
PLE ☐ RE ☐ PRE ☑
NOV 3 1980
REFERRED TO _____
FOR _____
FILE: PM FA LG.

THE CITY OF
PORTLAND
OREGON

DEPARTMENT OF
PUBLIC WORKS

MIKE LINDBERG
COMMISSIONER

OFFICE OF
PUBLIC WORKS
ADMINISTRATOR

621 S.W. ALDER
PORTLAND, OR 97205

October 10, 1980

Donald R. Adams
Oregon Dept. of Transportation
Metro Office
5821 NE Glisan Street
Portland, Oregon 97213

MA PDM PDE FFM SPC
ODOT - METRO

OCT 16 1980

BM PAR PPC FILE T/A

Re: Street Trees
SW Bancroft - Sellwood Bridge Section
Oswego Highway (SW Macadam Avenue)

Dear ~~Mr. Adams~~ Don:

It has come to our attention that funds for street tree planting were not included in the construction authorization for the subject project. This is an apparent oversight during preparation of this estimate.

Approximately 384 street trees are shown on the illumination plans. The Bureau of Parks estimates a cost of $250.00 per tree for a total of $96,000.00. Therefore, the City requests that $100,000.00 in additional funds be authorized for these trees. The City will resolve the remaining issues regarding actual placement prior to planting during the fall of 1981.

Sincerely,

David J. Vargas, P.E.
Acting Chief
Bureau of Street & Structural Engineering

VFR:lj

cc: Steve Getts
Paul Barnhart
L. David Hill

OFFICE OF
Connie McCready
MAYOR

1220 S.W. FIFTH AVE.
PORTLAND, ORE 97204
503 248-4120

3

THE CITY OF
PORTLAND, OREGON

October 22, 1980

Mr. Alex D. Kennedy
635 SE Manchester Place
Portland, OR 97202

Dear Mr. Kennedy:

I am responding to your communication with Mayor McCready on the subject of bikeways on SW Macadam. The matter has been discussed briefly with Jan Schaeffer who handles bikepath matters for the City. She works in the Bureau of Street and Structural Engineering (248-4407) and she suggested we share a copy of your letter with Mr. Donald Shaffer, State of Oregon (378-6883).

Mr. Shaffer will see that the appropriate project people have the opportunity to review your comments.

The Mayor appreciates your sharing these concerns with us--certainly the safety of pedestrians and bicyclists is of paramount importance. Thanks for writing.

Sincerely.

Beverly Geiger
Assistant to the Mayor

bg

cc: Jan Schaeffer
Don Shaffer

RECEIVED
ROAD DESIGN
SECTION

To Mayor & City Commissioners
City of Portland
City Hall Portland

RECEIVED
SEP 18 1980
MAYOR'S OFFICE

Your Honor

Would like to commend you for efforts in aiding & easing the terrible traffic congestion & conditions at W. end of Sellwood Bridge ~ with the 850,000 project underway (funded by Fed Govt / County & STATE)

On behalf of bicycle riders would like to also request not to overlook a "Bike Path". Currently a bike rider (from E. Side) or Lake Oswego - trying to reach - say the Willamette River OR The Wales Towers - literally "takes life into his own hands" on SW McCadam

There is plenty of room on either side of McCadam (esp the E side of the street ~ for a bike path)

We save energy, reduce auto traffic & try to stay healthy citizens.

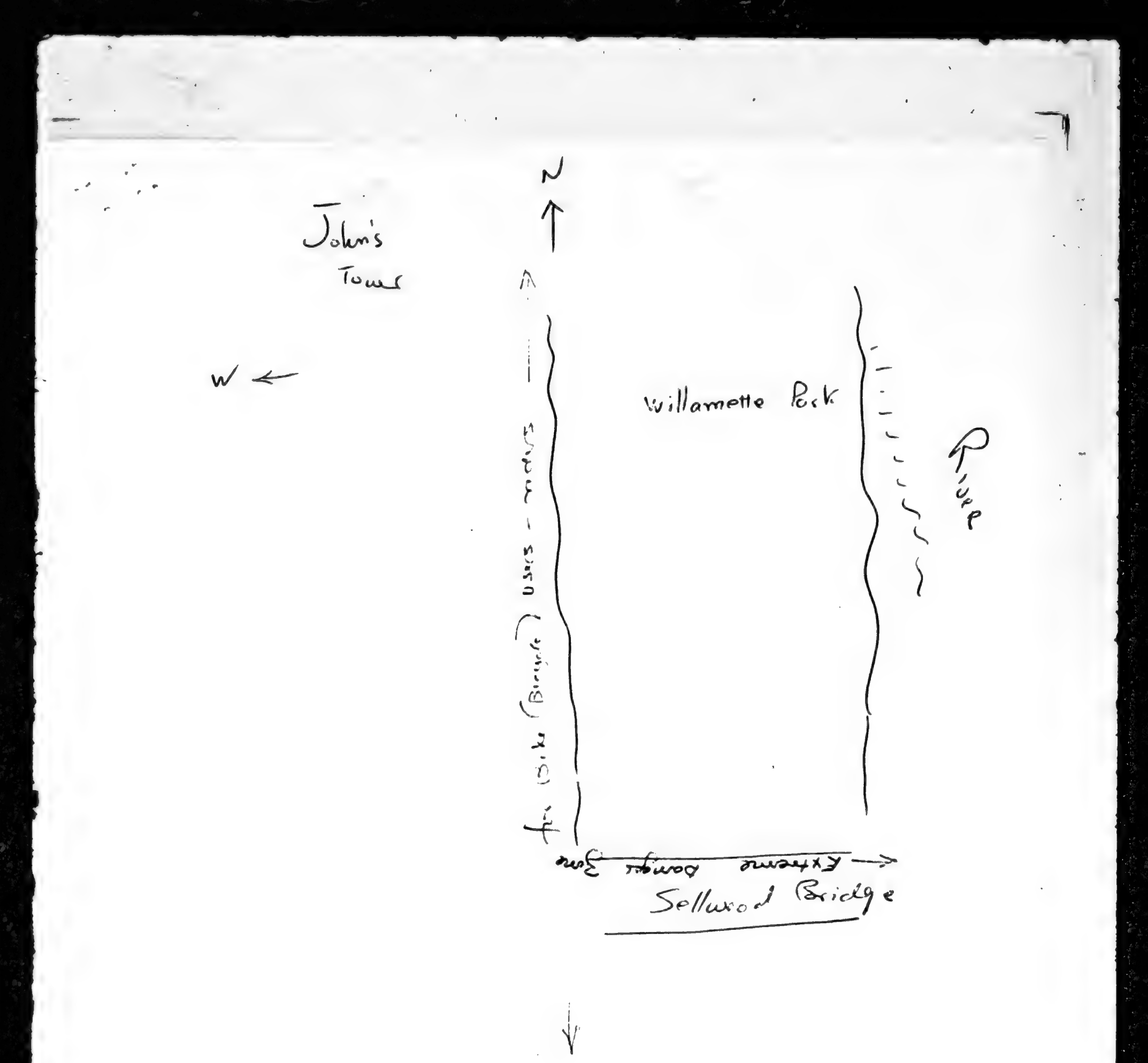
Please heed our plea.

Thank you

Alex Kennedy.

ALEX. D. KENNEDY
635 SE MANCHESTER PLACE
PORTLAND, ORE. 97202 USA

F62-18


N
John's
Tower
W
Willamette Rock
River
Sellwood Bridge
Extreme Low Water

U. S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

**LETTER OF APPROVAL AND/OR AUTHORIZATION**

FEDERAL AID PROJECT NO.: A-95 65(12)

STATE PROJECT NO.: See below

FROM: G. L. Green, Division Administrator
FHWA - Oregon Division, Salem, OR

PROGRAM NO.:

ITEM NO.: 80368

COUNTY NAME: Multnomah

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

TO:

Mr. H. S. Coulter
State Highway Engineer
Oregon State Highway Division
Salem, Oregon

RECEIVED
STATE HWY [illegible]
OCT 24 '80
REFER TO
FOR

10-24 orig Maehring

| DATE PS&E APPROVED | DATE AUTHORIZATION EFFECTIVE | FEDERAL ROUTE NUMBER |
|---|---|---|
| 7-17-80 | 9-8-80 | FAU 9565 |
| | | STATE ROUTE NUMBER: Primary 3 |

GENERAL LOCATION:

S. W. Bancroft Street - Sellwood Bridge Section

GENERAL DESCRIPTION OF WORK:

Utility Adjustment (Temporary installation and removal of lighting)

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☐ PREPARATION

☒ OTHER (Specify) Utility Adjustment

☐ ACQUISITION OF RIGHT-OF-WAY
CONSTRUCTION - ADVERTISE FOR RECEIPT
☐ OF BIDS

☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Swan's letter of 10-9-80, this will confirm the advance authorization date of 9-8-80 to proceed with the installation and removal of temporary lighting on the subject project on an actual cost basis by Portland General Electric at a TEC of $25,309.31 - Federal Funds $21,512.91. (No additional obligation of funds required.)

| DATE | SIGNATURE OF APPROVING OFFICIAL | TITLE |
|---|---|---|
| 10-16-80 | [signature] | for Division Administrator |

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

[illegible] GOVERNMENT PRINTING [illegible]

VICTOR ATIYEH
GOVERNOR

*Department of Transportation*
# STATE HIGHWAY DIVISION

IN REPLY REFER TO
FILE NO

October 9, 1980

ROW 18-4

TO: Glen L. Green, Division Administrator
Federal Highway Administration

FROM: D. E. Swan
Operations Programming Engineer

SUBJECT: Temporary Lighting Installation
Portland General Electric Co.
SW Bancroft-Sellwood Bridge Section
Oswego Highway (Macadam Ave.)
Multnomah County
Project No. IX-9565(12)

Here is a copy of an estimate of cost for Portland General Electric Company to install temporary lighting facilities dated September 8, 1980. The installation of temporary lighting is an anticipated item.

A permit for the utility's temporary installation will not be issued.

Your approval of the actual cost agreement, as evidenced above, and confirmation of your advanced authorization to proceed with the work as of September 8, 1980 is requested. Estimated cost to the State is $25,309.31.

DES:JMC/vlw
Enc.

cc: E. S. Hunter
Jack M. Cartwright
Gary Kennen
Rich Evans

RECEIVED
TECHNICAL SERVICES
OCT 10'80
REFER TO
FOR
Info | Inv. | R/D | J R | Sign | Act | File

Form 734-3123

VICTOR ATIYEH
GOVERNOR

# Department of Transportation

## METROPOLITAN BRANCH

5821 N.E. GLISAN, PORTLAND, OREGON 97213

3

In Reply Refer to
File No. 26-1913

September 18, 1980

Telephone: 238-8231

JACK LANG
NuVita Foods
7524 S.W. Macadam Ave.
Portland, OR 97219

The engineer in charge of the construction of Macadam Avenue has been requested to provide an opening through the median island opposite your south driveway as per our telephone conversation.

This will allow southbound vehicles on Macadam Avenue to turn left into your driveway. Due to the poor sight distance, however, vehicles exiting your driveway will not be able to turn left onto Macadam Avenue. I understand this has been discussed with you by city representatives.

MAX J. KLOTZ
Metro Program Manager

MJK:js

bc: Vic Rhodes
Marion Craft
Paul Barnhart
Ollie Sacre
Ken Limbocker

Anderson

RECEIVED
SEP 19 1980

STATE OF OREGON
Department of Transportation
Metropolitan Branch

INTEROFFICE MEMO
Telephone: 238-8230
Date: September 17, 1980

File No: 26-1913

TO: PAUL BARNHART
Resident Engineer

FROM: K. D. LIMBOCKER
Metro Design Engineer

SUBJECT: Bancroft-Sellwood Bridge

Herewith a sketch map showing the additional left turn refuge to serve Nu Vita Food at Station L 98 + 00.

Please incorporate this change into the project.

pq

Attachment

cc Marion Craft
Ollie Sacre
Max Klotz

Versteeg
Anderson

RECEIVED
SEP 19 1980
ROAD DESIGN SECTION

"TM" 5'R. 92+48.13
"TM" 10+42.96 P.T.
5
8
95 95+03.89
Eose
25'
35'
4
5
£ 10" Gas
30'
5
S. 3°48'36"E.
13
11+51.42 P.C.
"TM" 99' R.C.L.
Δ 96°19'25"
T 166.24'
"TM" 13+17.86 P.T.
39'
S. 4°57'17"E.
15
22' V.S.
1' R.
30'
S. 4°57'17"E.
8
P.O.T.
(30' Lt.)
4
3N ST.
P.C.
"TM" LINE
6
4
£ 6" Gas
5
36" Water
£ 6" Gas
8" Gas
30'
18'
18'
S. 10°
AVE.
T. Bk.
4½

8

95 95+03.89

Eose

35'

5

4

℄ 10" Gas

30'

5

No V.Th

3

S. 3°48'36"E.

13'11"12"

4" Water

20:1 Taf

4

℄ 6" Gas

15

7'17"E.

17"E.

AW ST.

P.C.

"TM" LINE

6

AVE

5

36" Water

℄ 6" Gas

10" Gas

R/W J

9

8" Gas

30"

18'

18'

Approx. Paving Limit

S. 10°25'16"W.

S.W. TAYL

VICTOR ATIYEH
GOVERNOR

*Department of Transportation*

# HIGHWAY DIVISION

Region 1

~~P.O. BOX 02157 PORTLAND, OREGON 97202~~ PHONE 653-3090
9002 SE McLoughlin Blvd., Milwaukie, OR 97222

3

In Reply Refer to
File No.:

September 10, 1980

Cascade Construction Company
P.O. Box 4267
Portland, OR 97208

Attn: George Morton

Re: Macadam Ave.
SW Bancroft St.-Sellwood Br.
Contract No. 9183

Dear George:

Due to recent revisions in the contract schedule, postponement of projects, etc., we believe it is in our best interest to change Resident Engineers on this project.

Paul Barnhart will take over this project as the Resident Engineer, replacing Jim Cochell, and this should be considered effective this date.

Sincerely,

REFERRED TO
Board ✓ Staudenmeyer
Cole Mann
Eriksen Watson
Hager Dorn Leu
Return Discuss Do File Copy Du
BY FINAL DESIGN ENGINEER

Marion Craft
Region Construction Engineer

MC/gw
cc: C. T. Keasey
J. H. Versteeg
L. E. George
W. J. Hart
M. J. Klotz
Paul Barnhart
Jim Cochell

3

STATE OF OREGON
Department of Transportation
Metropolitan Branch

INTEROFFICE MEMO
Telephone: 238-8231
Date: September 9, 1980

TO: MARION CRAFT
Region I Construction Engineer

File No: 26-1913

FROM: MAX J. KLOTZ
Metro Program Manager

SUBJECT: Nu Vita Foods Access
SW Bancroft St. - Sellwood Bridge Section
Macadam Avenue (Oswego Highway)
City of Portland

On Monday September 8, I was contacted by phone by Mr. Jack Lang who operates Nu Vita Foods on Macadam Avenue. He told me that the City of Portland had promised him an access for southbound vehicles into his property. The construction plans now show a median island that would prevent that access. Checking through our file, I find that the City did tell Mr. Lang that he could have an access and that the City did ask us to include it in our plans. We agreed that the access would cause no problems and asked the Design Section in Salem to include it. A copy of the City's letter to me and a copy of Mr. Don Adams letter responding to the City is attached for your information.

9-12-80
No knowledge of this request
DAS

The intent is to allow Nu Vita Foods access into the property by both north and southbound Macadam Avenue vehicles. Vehicles exiting this property, however, should not be allowed to make a left turn to proceed southbound on Macadam Avenue.

Would you please pass this information along to the Resident Engineer who will be constructing this project so a hole through the median island may be left in the proper location. Also, by a copy of this letter to Ken Limbocker, I am asking him to check with the Design Office in Salem to see if leaving the hole in the median island causes any problems as far as the landscape watering system, etc. Ken can work directly with your Resident Engineer on resolution of any problems that this may cause.

Attachment

MJK:js

cc: D. Adams
D. Christensen
K. Limbocker

REFERRED TO
Board
BY FINAL DESIGN ENGINEER

August 22, 1980

CON 4

City of Portland
621 S.W. Alder
Portland, Oregon 97205

Attn: David Vargas
Highway Coordinator

Gentlemen:

On August 21, 1980 a satisfactory bid was received from Cascade Construction Company, Inc., P.O. Box 4267, Portland, Oregon 97208 for the Bancroft Street-Sellwood Bridge Section of Macadam Avenue. The advance deposit based on the anticipated construction cost of their bid is as follows:

| | Total Cost | Federal | State | City |
|---|---|---|---|---|
| Macadam Avenue @ Pendleton | $ 44,783 | $ 38,065 | $ - | $ 6,717 |
| Virginia, Boundary & Nebraska | 140,619 | 119,526 | 12,656 | 8,437 |
| Balance of Signal Work | 170,367 | 145,237 | - | 25,630 |
| Grading, Illumination, Signing, Etc. | 3,587,516 | 3,049,389 | - | 538,127 |
| Non-Participating Items: | | | | |
| Removal of RR. Track & Ties | 14,083 | - | - | 14,083 |
| TOTAL | $3,957,368 | $3,352,218 | $12,656 | $592,994 |

CITY ADVANCE DEPOSIT $593,000 (Rounded)

This project will be awarded upon receipt of your advance deposit, which should be in this office no later than September 12, 1980.

The attached sheet defines the three options for making your advance deposit. Please select the option you desire and submit your advance deposit in accordance with the instructions.

Very truly yours,

V. E. Swan
Operation Programming Engineer

GEZ:pf
Attachment

bcc w/AD # 804: Jon Rose, Region H Federal Aid Engineer
V. E. Skoog - Please return completed AD # 804 when advance deposit is received.

STATE OF OREGON
Department of Transportation
Metropolitan Branch

INTEROFFICE MEMO
Telephone: 238-8231
Date: August 22, 1980

TO: THE FILE

File No: 26-1913

FROM: MAX J. KLOTZ
Metro Program Manager

SUBJECT: Bancroft St.-Sellwood Bridge Section
Macadam Avenue (Oswego Hwy.)
City of Portland

I was advised today by Vic Rhodes that the city wished to proceed with awarding the subject contract to the low bidder, but did not want to accept the B2 alternative for the 60" steel pipe. They wanted to go with the A alternative only. (The bid on the B2 alternative was $322 per foot which was over the engineer's estimate).

I telephoned Gary Zehner and told him of the city's desires.

MJK:js

cc: E. Hardt
D. Adams
G. Zehner

STATE OF OREGON
HIGHWAY DIVISION - ODOT

INTEROFFICE MEMO

TO: F I L E

DATE: August 19, 1980

FROM: H. S. Coulter
State Highway Engineer

SUBJECT: Footpaths and Bicycle Trails
August 21, 1980 Bid Letting

This is an informational report to document the Highway Division's action taken with regard to establishing footpaths and bicycle trails as set forth in ORS 366.514. Bids will be opened August 21, 1980 on the following projects:

1. 4th Street @ E and F Streets (Grants Pass)
   City Streets
   Josephine County
   Traffic Signals

   Footpaths or bicycle trails are not incorporated in this project as no new highway construction, reconstruction or relocation is involved

2. Beaverton-Tigard Highway @ Walker Road Int.
   Washington County
   Traffic Signals

   Same as No. 1

3. Cornell Road @ Murray Boulevard
   Cornell Road
   Washington County
   Paving

   Two fourteen-foot lanes with 12-foot left turn median. Four-foot sidewalks on Cornell Road and five-foot sidewalks on Murray Blvd. provided for pedestrian and bicycle traffic

4. S.E. Powell Boulevard Parking Lots A and B
   Mt. Hood Highway
   Multnomah County
   Parking Lot construction

   Same as No. 1

5. S.W. Bancroft Street-Sellwood Bridge (Portland)
   Oswego Highway
   Multnomah County
   Grading and Paving

   Five-foot sidewalks, sidewalk ramp and stairways are being constructed for pedestrian and bicycle use

cc
E. S. Hunter
D. G. Talbot
L. E. George
F. E. Terpin
George Bell
Don Harwell

Contains Recycled Materials

Form FHWA 121 (6/79)

**DEPARTMENT OF TRANSPORTATION**
**FEDERAL HIGHWAY ADMINISTRATION**

THE OREGON DIVISION - SALEM
UNITED STATES GOVERNMENT

# memorandum

**Subject:** Contractor's Working Restrictions
Oregon Project IX-9565(12)
SW. Bancroft St.-Sellwood Bridge
Multnomah County

**Date:** August 15, 1980

**From:** G. L. Green, Division Administrator

**Reply to Attn. of:** HFO.8-OR

**To:** Mr. H. S. Coulter, State Highway Engineer, ODOT

As requested in Mr. Swan's letter of August 7, 1980, I concur that it is in the public interest not to delay bid opening of the subject project. Also, this will acknowledge Revision Letter #1 to the special provisions and proposal form advising all plan holders of working restrictions.

G. L. Green

cc:
OSHD (D E Swan, Proj. Mgmt.)

VICTOR ATIYEH
GOVERNOR

# Department of Transportation
## HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

3

In Reply Refer to
File No

PRO 6-2

August 7, 1980

TO: G. L. Green, Division Administrator
Federal Highway Administration

Original Signed By
D. E. Swan

FROM: D. E. Swan
Operation Programming Engineer

SUBJECT: Contractor's Working Restrictions
Project No. IX-9565(12)
SW Bancroft St.-Sellwood Br. (Portland) Sec.

Attached is a copy of a letter from our Right of Way Manager, Mr. Rod Henry, which is self explanatory concerning File No. 50712.

A revision letter will be sent by the Specifications Engineer to each prospective bidder to inform them of the restrictions clause added to the special provisions.

This file is for slope easement; in addition, no family or business is displaced. The restriction will not cause the contractor any delay for only a small area, approximately 150 feet in length on the easterly side is affected. This leaves the entire 1.97 miles of roadway available for his operation with this one exception. A sketch map showing the location is attached.

Based on the preceeding, I request your concurrence that it is in the public interest to not delay the bid opening for this project because of the required working restriction.

JLG:bke
Attachment

cc: J.H. Versteeg
J.B. Boyd
F.C. Lowe

THE CITY OF
PORTLAND
OREGON

DEPARTMENT OF
PUBLIC UTILITIES

FRANCIS J. IVANCIE
COMMISSIONER

BUREAU OF
WATER WORKS

CARL GOEBEL
ADMINISTRATOR

1800 S.W. SIXTH AVENUE
PORTLAND, OREGON 97201

3

RECEIVED
AUG 12 1980
ROAD DESIGN
SECTION

REFERRED TO
Board Stoudenmire
Cole
Eriksen
Hager Dorn
Return Discuss Do File
BY FINAL DESIGN ENGINEER

August 6, 1980

Mr. R. N. Bothman
Metropolitan Administrator
Oregon Department of Transportation
5821 N.E. Glisan Street
Portland, Oregon 97213

Attention: Mr. Gary Kennen, Utilities Engineer

Gentlemen:

Subject: 60-inch Water Main Installation Crossing
Macadam Avenue (Oswego Highway) -
Agreement No. 18737

Final route selection for the Water Bureau's Washington County Supply Main, Phase IV, has been completed by Montgomery Engineering. The route selected requires crossing that portion of Macadam Avenue scheduled for improvement in the vicinity of S.W. Nevada Street, rather than the previously proposed S.W. Taylors Ferry Road location.

In light of this decision, the Water Bureau is not in a position to approve a contract award for the Taylors Ferry Road crossing location which is currently bidding. Montgomery Engineering is preparing the plans for the new crossing location, and the Water Bureau is interested in pursuing a Price Agreement with the State's contractor for the Nevada Street crossing location. We would like, however, to receive the bid results for the Taylors Ferry Road location.

Sincerely,

Carl Goebel, Administrator

P. Norseth, P.E.
Chief Engineer

GLN:ij

cc: Montgomery
Engineering
F. Whitfield
G. Neustel

xc:

ROW 12

3

STATE OF OREGON

INTEROFFICE MEMO

TO: D. H. Moehring, Assistant
State Highway Engineer

DATE: August 5, 1980

FROM: Rod Henry, Assistant
Right of Way Manager

SUBJECT: File 50712
S.W. Bancroft St.-Sellwood
Bridge Section
Oswego Highway
Multnomah County

On June 24, I certified that all right-of-way for this project had been acquired and the project was ready for advertising. We have now discovered that a permit of entry obtained on File 50712 is not valid and it will be necessary to acquire the property by condemnation. The condemnation process has been started, but the State will not be able to obtain legal possession of the parcel until October 1, 1980.

The contractor should be notified that the parcel between Station 21+90 and 24+10 left will not be available until October 1, 1980

RJH:mk

cc: J. H. Versteeg
Jack Sullivan

w/Copy

Contains
Recycled
Materials
81-125-1987

U. S. DEPARTMENT OF TRANSPORTATIC FEDERAL HIGHWAY ADMINISTRATION

# LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO.
IX-9565(12)

STATE PROJECT NO.
See below

FROM:
G. L. Green, Division Administrator
Salem, Oregon

PROGRAM NO.

ITEM NO.
80368

COUNTY NAME
Multnomah

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

TO:

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7-30 mcg

RECEIVED
STATE HWY ENGR
JUL 30 '80
REFER TO
Title Engrg

| DATE PS&E APPROVED | DATE AUTHORIZATION EFFECTIVE | FEDERAL ROUTE NUMBER | STATE ROUTE NUMBER |
|---|---|---|---|
| 7-17-80 | 7-30-80 | FAU 9565 | Primary 3 |

GENERAL LOCATION:

S. W. Bancroft Street - Sellwood Bridge Section

GENERAL DESCRIPTION OF WORK:

Grade, Drain, Pave, Illumination and Traffic Signals.

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☐ PREPARATION
☒ OTHER (Specify) Permanent & Temporary Pavement Striping SF $4,450
Temporary Erosion Control $3,000
Asphalt Cement Adjustment $60,000
On the job Trainees $2,400

☐ ACQUISITION OF RIGHT-OF-WAY
CONSTRUCTION - ADVERTISE FOR RECEIPT
☒ OF BIDS
☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

After concurrence in award you are authorized to proceed with those items listed above as shown in your Estimate.

Mr. Swan's 7-28-80 request and certifying statements are accepted.

PS&E documents for the subject project have been reviewed and are approved at a total estimated cost of $4,853,000 - Federal Funds $4,125,050.

A signed copy of the Title Sheet is returned herewith.

| DATE | SIGNATURE OF APPROVING OFFICIAL | TITLE |
|---|---|---|
| 7-30-80 | G. K. Hoffman | for Division Administrator |

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

U.S. GOVERNMENT PRINTING OFFICE: 1975 611-055

Building Cost File
Unit Prices Westside
Idaho
979

July 29, 1980

ACC

City of Portland
621 S.W. Alder
Portland, Oregon 97205

Attn: Mr. David Vargas
Highway Coordinator

Gentlemen:

We have scheduled the grading and signalization project on the Bancroft Street-Sellwood Bridge Section of Macadam Avenue, for bid letting on August 21, 1980.

We have been experiencing delays of up to 30 days in awarding contracts. To expedite award, we propose to accept advance deposits prior to bid opening based on our engineer's estimate. If, upon opening bids, the low bid exceeds our engineer's estimate, we will request the additional City share and with City's concurrence, we will award the contract. Should the low bid be less than the engineer's estimate, we will solicit City's desire regarding refund of the unused funds.

Financial sharing of the construction is:

| | Total Cost | Federal | State | City |
|---|---|---|---|---|
| Macadam Avenue at Pendleton | $ 74,496 | $ 63,322 | $ -- | $ 11,174 |
| Virginia, Boundary & Nebraska | 233,919 | 198,831 | 21,053 | 14,035 |
| Balance of Signal Work | 284,235 | 241,600 | -- | 42,635 |
| Grading, Illumination, Signing,etc. | 4,096,064 | 3,482,164 | -- | 614,500 |
| Non-Participating Items: | | | | |
| Removal of SP. Track & Ties | 18,000 | -- | -- | 18,000 |
| 30-inch Water Main | 297,067 | -- | -- | 297,067 |
| TOTAL | $5,003,781 | $3,985,917 | $21,053 | $998,311 |

CITY ADVANCE DEPOSIT $998,300

The attached sheet defines the three options for making your advance deposit. Please select the option you desire and submit your advance deposit in accordance with the instructions.

Very truly yours,

D. E. Swan
Operation Programming Engineer

DES:pf
bcc w/AD # 801: Jon Rose, Region 6 Federal Aid Engineer
V. E. Skoog - Please return completed AD # 801 when advance deposit is received.

Everett - Seattle 6 7-28-80
2

Mod. Dist.

I-505

| | | |
|---|---|---|
| Macadam @ Nebraska | 12.57% × (522,000 + 4800) + 12.5% = | $74,496 |
| Macadam @ Virginia, Boundary & Nebraska | 39.47% × (522,000 + 4800) + 12.5% = | $233,919 |
| Balance of Signal Work | 47.96% × (522,000 + 4800) + 12.5% = | $284,235 |
| Non-PART. – Removal of Old Track | 16,000 + 12.5% = | $18,000 |
| " " – 60-inch Water Main | 264,860 + 12.5% = | $297,967 |
| Balance of Grading, Illumination Signing etc. | 3,641,479 + 12.5% = | $4,096,664 |
| | | $5,005,281 |

BASED ON BID

I-505

| | | |
|---|---|---|
| Macadam – Nebraska | 12.57% × (311,984 + 4800) + 12.5% = | $44,783.08 |
| Macadam – Virginia, Boundary & Nebraska | 39.47% × (311,984 + 4800) + 12.5% = | 140,619.57 |
| Balance of Signal Work | 47.96% × (311,984 + 4800) + 12.5% = | 170,966.85 |
| Non-PART. – Removal of Old Track | 12,318 + 12.5% = | 14,082.15 |
| " " – 60-inch Water Main | 272,240 + 12.5% = | 306,270.00 |
| Balance of Grading, Illumination, Signing etc. | 3,188,103 + 12.5% = | 3,587,515.87 |

Section SW Bancroft St-Sellwood Br.(Part) Programming Estimate $ 5,005,000 Rev

Highway Oswego Project Length 2 miles

County Multnomah Completion Time 450 Calendar Days

Kind of Work Grd, Pave, Sign, Signal, Illum. Est. Comp. Date

Prefix 26-1913 Letting Date Project No. IX-9565(12)

## ESTIMATED CONSTRUCTION AUTHORIZATION

Estimated Contract Amount . . . . . $ 4,186,389.00

Anticipated Additional Items:

| | | |
|---|---|---|
| Royalty Payment | | |
| Permit Fees | | |
| Slide Correction | 10,000 | |
| Railroad Protective Costs | | |
| Other Railroad Costs | | |
| Permanent Signing | | |
| Permanent Pavement Striping | 4000 | |
| Temporary Pavement Striping | 450 | |
| Remove Pavement Striping (Exist. & Temp.) | | |
| Temporary Erosion Control | 3000 | |
| State Furnished | | |
| Roadside Seeding & Mulching | | |
| Asphalt Cement Adjustment | 60,000 | |
| On the Job Trainees 40 @ 80 | 3200 | |
| State Responsibility for Damages | | |
| Signal Controller Testing (Engineering) | 4800 | |
| Bikeway Signs | | |
| Furnish Mailbox Posts | | |
| Adjust Utilities: | | |
| Portland Water Bureau | 125,000 | |
| Portland Street Lighting | 50,000 | |
| Sewer Connections | 2000 | |
| Remove Sediment from Temporary Structures | 100 | |
| | | $ 262,550.- |
| Subtotal | | $ 4,448,939.- |
| Contingencies (4-1/2%) | | 200,215.26 |
| Engineering (8, ~~9, 10~~%) | | 355,937.12 |
| ~~Subtotal~~ | | $ |
| ~~Deduct for~~ | | |
| Estimated Net Authorization, Construction | | $ ~~4,970,406.38~~ ~~4,984,381.38~~ 5,005,281.38 |

APPROVED

REC'D. 7-28-80

J. H. Lentz

OREGON STATE HIGHWAY DIVISION — Sheet 1 of 4

SUMMARY--BID SCHEDULE--COST ESTIMATE — Date

Section S.W. Bancroft St - Sellwood Bridge (Portland) — County

Kind Of Work — Length — Name Day

6-12-80

| No | Item | Code | Unit | Quant. | Unit Cost | Total |
|---|---|---|---|---|---|---|
| | Mobilization | | All | All | (7%) | 272 000 |
| | Temporary Protection and Direction of Traffic | | All | All | — | 150,000 |
| | Temporary Signs | | Sq.Ft | 334 | 6 - | 2004 |
| | Temporary Barricades | | Each | 10 | 125 - | 1250 |
| | Temporary Continuous Rail Traffic Barriers, Reflectorized | | Lin Ft | 525 | 9 - | 4725 |
| | Temporary Plastic Safety Markers | | Each | 123 | 80 - | 9840 |
| | Flagmen | | Hr. | 4000 | 22 00 | 88,000 |
| | Sequential Arrow Signs | | Each | 2 | 3500 | 7000 |
| | Straw Bale Sediment Barrier | | Lin Ft | 600 | 10 - | 6000 |
| | Temporary Sediment Fence | | Lin Ft | 850 | 8 - | 6800 |
| | Temporary Slope Drains | | Lin Ft. | 300 | 10 - | 3000 |
| | Temporary Sediment Basins | | Each | 10 | 500 — | 5000 |
| | ROADWORK | | | | | |
| | Clearing and Grubbing | | All | All | — | 10,500 - |
| | Removal of Structures and Obstructions | | All | All | — | 100,000 - |
| | Removal of Railroad Track and Ties | | All | All | | 16,000 - |
| | General Excavation | | Cu Yd | 48,400 | 6 50 | 314,600 |
| | Trench Excavation | | cu yd | 9450 | 10 - | 94,500 |
| | Special Backfill Material | | Cu Yd. | 2520 | 15 - | 37,800 |
| | Finishing Roadbed and Slopes | | All | All | — | 20,000 - |
| | Furnishing and Placing Topsoil | | Cu. Yd. | 2170 | 11 - | 23,870 |
| | Watering | | M-Gal | 160 | 10 - | 1600 |
| | Structure Excavation | | Cu. Yd | 200 | 10 - | 2000 |
| | Aggregate Base | | Ton | 2000 | 10 | 20,000 |
| | Treated Base Mixture | | Ton | 24000 | 12 - | 288,000 |
| | Special Treated Base Mixture | | Ton | 1320 | 89 - | 117 480 |

EGON STATE HIGHWAY DIVISION — Sheet 2 of _____

SUMMARY--BID SCHEDULE--COST ESTIMATE — Date _____

Section _____ County _____

Kind Of Work _____ Length _____ Name _____

| No | Item | Code | Unit | Quant. | Unit Cost | Total |
|---|---|---|---|---|---|---|
| | Class "B" Asphalt Concrete Mixture | | Ton | 11,900 | 17 - | 202,300 |
| | Asphalt Cement in Mixture | | Ton | 1140 | 155 - | 176,700 |
| | Class "B" Asphalt Concrete Mixture in Leveling | | Ton | 5,600 | 18 - | 100,800 |
| | Asphalt in Tack Coat | | Ton | 32 | 250 - | 8000 |
| | Concrete in Walls and Stairways | | Cu.Yd. | 170 | 240 - | 40800 |
| | Reinforcement in Walls and Stairways | | Lb. | 4100 | $0\frac{60}{-}$ | 2460 |
| | Pipe Handrail | | Lin Ft | 720 | 12 - | 8640 |
| | 12-inch Sewer Pipe | | Lin Ft | 8,835 | 12 - | 106,020 |
| | 15-inch Sewer Pipe | | Lin Ft | 565 | 17 - | 9605 |
| | 18-inch Sewer Pipe | | Lin Ft | 555 | 20 - | 11,100 |
| | 48-inch Culvert Pipe | | Lin Ft. | 40 | 85 - | 3400 |
| | Extra for Pipe Under Pavement | | Lin Ft | 1870 | 20 - | 37,40 |
| | Concrete Manholes | | Each | 8 | 1500 - | 12,000 |
| | Concrete Inlets, Type D | | Each | 1 | 400 - | 400 |
| | Concrete Inlets, Type G-1 | | Each | 139 | 500 - | 69,500 |
| | 4-inch Drain Pipe | | Lin Ft | 19,200 | $0\frac{90}{-}$ | 17,280 |
| | Filter Fabric | | Sq Yd | 18,500 | $1\frac{65}{-}$ | 30,525 |
| | Gravel in Drains | | Cu Yd. | 1550 | 15 - | 23,250 |
| | Concrete Walks | | Sq Yd | 9550 | $12\frac{50}{-}$ | 119,375 |
| | Concrete Driveways | | Sq Yd. | 2500 | $16\frac{50}{-}$ | 41,250 |
| | Concrete Curbs | | Lin Ft. | 850 | 110 - | 93,500 |
| | Concrete Islands | | Cu Yd. | 20 | 180 - | 3600 |
| | Extra for Asphalt Approaches | | Each | 28 | 200 - | 5600 |

OREGON STATE HIGHWAY DIVISION
SUMMARY--BID SCHEDULE--COST ESTIMATE

Sheet 3 of 4
Date

Section
County
Kind Of Work
Length
Name

| No | Item | Code | Unit | Quant. | Unit Cost | Total |
|---|---|---|---|---|---|---|
| | Concrete Barrier | | Lin Ft | 950 | 25- | 23,750 |
| | Pared Culvert End Slopes | | Sq Ft | 150 | 10- | 1500 |
| | Adjusting Manholes | | Each | 53 | 200- | 10,600 |
| | Reconstruction Concrete Manholes | | Each | 25 | 750- | 18,750 |
| | Adjusting Inlets | | Each | 20 | 250- | 5000 |
| | Capping Inlets | | Each | 1 | 150- | 150 |
| | Roadside Seeding and Mulching | | Acre | 6 | 600- | 3600 |
| | SIGNING | | | | | |
| | Removal of Existing Signs Installations | | All | All | ---- | 6500 |
| | Move and Reinstall Existing Signs | | All | All | ---- | 3000 |
| | Wood Sign Posts | | All | All | ---- | 1100 |
| | Sign Support Footings | | All | All | — | 10,200 |
| | Special Pipe Sign Supports | | All | All | — | 38,200 |
| | Type "C", "D" and "R" Signs in Place | | Sq Ft | 140 | 10- | 1,400 |
| | Type "I" and "T" Signs in Place | | Sq Ft | 165 | 9- | 1485 |
| | Type "U" and "V" Signs in Place | | Sq Ft | 258 | 14- | 3612 |
| | Type "EE" Signs in Place | | Sq Ft | 34 | 12- | 408 |

REGON STATE HIGHWAY DIVISION — Sheet 9 of 12

SUMMARY--BID SCHEDULE--COST ESTIMATE — Date

Section SW Bancroft St - Sellwood Br — County

Kind Of Work — Length — Name

| No | Item | Code | Unit | Quant. | Unit Cost | Total |
|---|---|---|---|---|---|---|
| | ILLUMINATION | | | | | |
| | Pole Foundations | | All | All | | 96,000 |
| | Roadway Lighting Poles and Bracket Arms | | All | All | | 111,000 |
| | Luminaires and Ballasts | | All | All | | 40,000 |
| | Switching, Conduit, Wiring, Lamps, Etc | | All | All | | 300,000 |
| | SIGNALS | | | | | |
| | Traffic Signal Installation, Complete | | All | All | | 522,000 |
| | WATER SUPPLY SYSTEM | | | | | |
| | Alternate B-1 | | | | | |
| | 60-inch Concrete Cylinder Water Main | | Lin. Ft | 820 | 323 | 264,860 |
| | Alternate B-2 | | | | | |
| | 60-inch Steel Water Main | | Lin Ft | 820 | 323 | 264,860 |

U. S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

# LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO.: 9565(12)

STA _ PROJECT NO.: See below

FROM:
G. L. Green, Division Administrator
Salem, Oregon

PROGRAM NO.:

ITEM NO.: 80368

COUNTY NAME: Multnomah

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

TO:

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

RECEIVED
STATE HWY ENGR
JUL 24 '80
REFER TO
FOR
Info | Inves | R/D | D/R | Sgn | Act | File

11-24
35 1.0

| DATE PS&E APPROVED | DATE AUTHORIZATION EFFECTIVE | FEDERAL ROUTE NUMBER | STATE ROUTE NUMBER |
|---|---|---|---|
| 7-17-80 | 7-17-80 | FAU 9565 | Primary 3 |

GENERAL LOCATION:
S. W. Bancroft St. - Sellwood Bridge Section (Portland)

GENERAL DESCRIPTION OF WORK:
Utility Adjustment

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

- ☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
- ☐ PRELIMINARY ENGINEERING FOR SURVEY AND PLAN PREPARATION
- ☒ OTHER (Specify) Utility Adjustment
- ☐ ACQUISITION OF RIGHT-OF-WAY
- ☐ CONSTRUCTION - ADVERTISE FOR RECEIPT OF BIDS
- ☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Swan's 5-7-80 letter you are now authorized to proceed with the actual adjustments for the water facility relocation for the City of Portland, Bureau of Water Works on an actual cost basis estimated to be $120,360 - Federal Funds $102,306. I approve the agreement with the Bureau of Water Works.

Approval and participation for the eligible portion of the work authorized above is subject to the provisions of the Federal-aid Program Manual. Also, increases in the amount authorized hereon are subject to the availability of funds as determined by obligation ceilings, appropriations, and Urban Mass Transportation Administration releases.

| DATE | SIGNATURE OF APPROVING OFFICIAL | TITLE |
|---|---|---|
| 7-17-80 | G K Hovenden | for Division Administrator |

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1975—631 855

U. S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

# LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO.: 9565(12)

STATE PROJECT NO.: See below

FROM: G. L. Green, Division Administrator
Salem, Oregon

PROGRAM NO.:

ITEM NO.: 80368

COUNTY NAME: Multnomah

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

TO:

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

RECEIVED
STATE HWY ENGR
JUL 24 '80
REFER TO
FOR

| Info | Insps | R/D | D/E | Sign | Acs | File |
|---|---|---|---|---|---|---|
| | | | | | | |

7-24 ok a

| DATE PS&E APPROVED | DATE AUTHORIZATION EFFECTIVE | FEDERAL ROUTE NUMBER | STATE ROUTE NUMBER |
|---|---|---|---|
| 7-17-80 | 7-17-80 | FAU 9565 | Primary 3 |

GENERAL LOCATION:

S. W. Bancroft St. - Sellwood Bridge Section

GENERAL DESCRIPTION OF WORK:

Grade, Pave, Drain, Illumination and Traffic Signals

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY

☐ PRELIMINARY ENGINEERING FOR SURVEY AND PLAN PREPARATION

☒ OTHER (Specify) See below

☐ ACQUISITION OF RIGHT-OF-WAY

☐ CONSTRUCTION - ADVERTISE FOR RECEIPT OF BIDS

☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Swan's letter of 5-20-80 you are now authorized to proceed with actions necessary to advance the physical construction of the subject project at a TEC of $4,853,000 - Federal Funds $4,125,050. (Advice dated 7-16-80)

Increases in the amount authorized hereon are subject to the availability of funds as determined by obligation ceilings, appropriations, and Urban Mass Transportation Administration releases.

| DATE | SIGNATURE OF APPROVING OFFICIAL | TITLE |
|---|---|---|
| 7-17-80 | G. K. Hansen | for Division Administrator |

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U. S. GOVERNMENT PRINTING OFFICE: 1975—631 488

3

STATE OF OREGON
Department of Transportation
Metropolitan Branch

INTEROFFICE MEMO
Telephone: 238-8230
Date: July 14, 1980

File No: 26-1913

TO: DUANE CHRISTENSEN
Final Design Engineer

FROM: K. D. LIMBOCKER
Metro Design Engineer

SUBJECT: Bancroft-Sellwood Bridge
Macadam Avenue
Multnomah County

Herewith a letter from the City of Portland requesting the removal of the drive located on the east side of Macadam opposite Station 29 + 00.

Removal will improve the safety aspects of the project and this office agrees with the removal.

Please change the plans if time allows. I will advise the resident engineer of this change by copy of this letter.

pq

cc Jim Cochell

Attachment

cc Ed Hardt.

7-16-80
Ollie,
Change plans at same time as wall revision
Don

REFERRED TO DNS
Board ___ Stoudenmayer ___
Cole ___ Hann ___
Eriksen ___ Watson ___
Hager ___ Dunn ___ Lee ___
Discuss Do File Copy Dup
Return
BY FINAL DESIGN ENGINEER

Check with Specs to see if any problem to change plans.
Don

THE CITY OF
PORTLAND
OREGON

DEPARTMENT OF
PUBLIC WORKS
MIKE LINDBERG
COMMISSIONER

OFFICE OF
PUBLIC WORKS
ADMINISTRATOR

621 S.W. ALDER
PORTLAND, OR 97205

3 July 1980

Mr. Ken Limbocker
Oregon Department of Transportation
5821 NE Glisan
Portland, Oregon 97213

Dear Ken:

City staff feels that the access drive to be connected to the east side of Macadam Avenue just north of Julia Street, as proposed by the University Athletic Club, is inappropriate. Therefore, we recommend that access not be built as part of the Macadam Avenue Improvement Project.

At the present time, ODOT does not have an adopted statewide access control policy. The draft policy, however, encourages local jurisdictions to regulate access onto state highways in three ways:

1. Develop access plans for state highways under their jurisdiction which promote safe and efficient traffic operation.

2. Plan for compatible land uses adjacent to the highway.

3. For subdivisions or large parcel developments, encourage internal or frontage road systems and prohibit access directly to the highway.

City policy toward Macadam Avenue is regulated by the Johns Landing Master Plan and Macadam Avenue Improvement Project. Safe highway operation was a major reason for undertaking the Macadam Avenue Project, which provides several signalized intersections, a planted median and left turn refuges at appropriate locations. The Improvement Project was coordinated with the Johns Landing Master Plan, which includes signalized access points to an internal traffic route at Boundary and at Hamilton Court. No additional access points were proposed in this portion of the Master Plan. For this reason, the Improvement Project does not include left turn refuges to the properties on the east side of Macadam in this area. The land uses in this portion of the Master Plan include recreation facilities such as the University Athletic Club.

Portland's Improvement Project and the Master Plan provide alternate access to the University Athletic Club and discourage access onto Macadam Avenue in an uncontrolled manner. The ODOT's draft access policy supports this limitation of direct access from Macadam. Therefore, the additional access is inappropriate, and provisions for such access should be removed from the Macadam Avenue Project design.

Sincerely,

David J. Vargas
Acting Bureau Chief
Bureau of Street & Structural Engineering

DJV:VFR:mh

cc: Steve Dotterer
Don Bergstrom
Vic Rhodes

T.1S., R.1E., W.M.
PORTLAND

SW BANCROFT ST.- SELLW'
OSWEGO HIGHWAY (S
MULTNOM

| FED ROAD Div. No | STATE |
|---|---|
| 10 | OREGON |

GENERAL C

5° C.L.
Δ 37°08'20"
T 384.96'

27+91.94 P.C.

S 35°04'30" W.

S.W. MACADAM AVE.

Approx. paving Limit S.W. KELLY AVE.

26+40.26 P.T.

R/W

Ease.

15' R.

24' Ease.

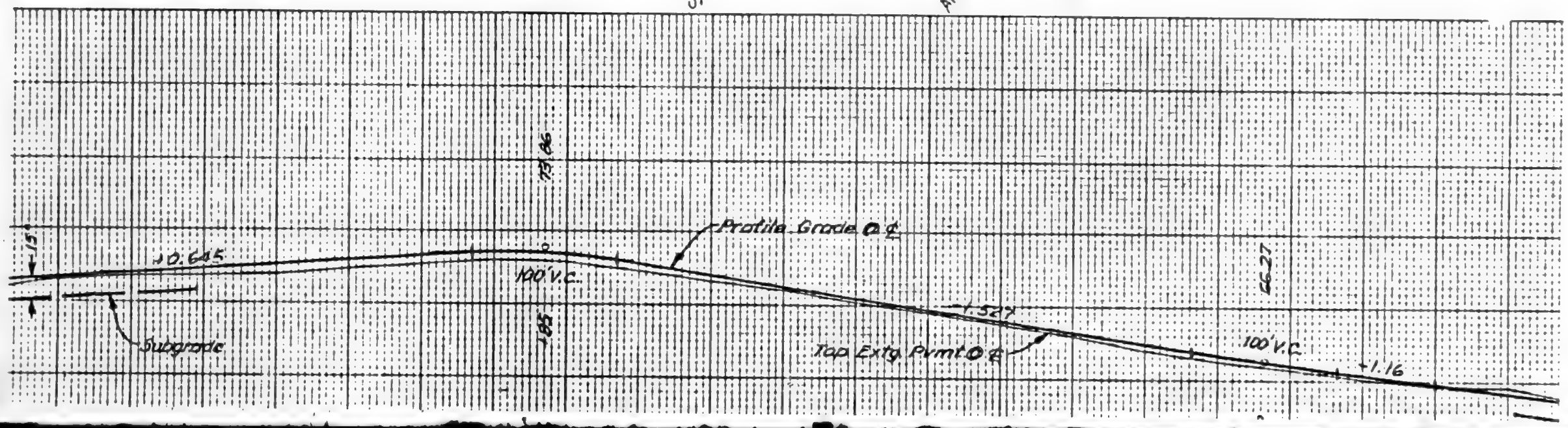
S.W. SEYMOUR CT.

S.W. JULIA ST.

RICHARDSON ST.

Approx. Paving Limit

10+80



OFFICE OF CITY AUDITOR

GEORGE YERKOVICH
CITY AUDITOR

# CITY OF PORTLAND
## OREGON

MISC. CONTRACTS and AGREEMENTS No. 42110

July 7, 1980

J. B. Boyd, Right-of-Way Manager
Oregon State Department of Transportation
Highway Division
Transportation Building
Salem, Oregon 97310

Dear Mr. Boyd:

Enclosed are two fully executed copies of agreement providing for the installation of that portion of the Washington County Supply Main (Phase IV) crossing the Oswego Highway (S. W. Macadam Avenue) authorized by Ordinance No. 149812.

Yours very truly,

GEORGE YERKOVICH

Auditor of the City of Portland
By: Charles J. Spear

Chief Deputy

dh
MS:dlh
Encls.

Approved by Boyd
May 30, 1980

RIGHT OF WAY ADMINISTRATION
RECEIVED
JUL - 8 1980
M AM ADM RBR CA RS
PMS AS CE OS TA RUE
0 1 2 3 4 F

XC: Gen. Files w/orig agree
Duane Christensen w/agree
Jack Sullivan w/agree
IEL Hardt w/agree
Gary Kennen w/agree

STATE OF OREGON
Department of Transportation
Metropolitan Branch

INTEROFFICE MEMO
Telephone: 238-8226
Date: July 2, 1980

TO: D. E. Swan
Project Management

File No: 26-1913

FROM: D. R. Adams
Project Development Manager

SUBJECT: Approved Plan
S.W. Bancroft Street-Sellwood Bridge Section, Macadam Avenue
City of Portland

Here is one set of review plans for the Macadam Avenue project from Bancroft to the Sellwood Bridge, reviewed by the City Engineer's office and approved, as noted, by Dave Vargas. Please note the two suggestions made by the city. The first comment involves grates on inlets and represents no change whatever from our normal policy. The second item, in which the city calls for monolithic curbs and gutters to be installed wherever the grade is less than 0.4 percent, is a departure from normal state practice and we feel the added expense is unnecessary. A quick check of plans shows something less than 2,000 feet to be involved and we feel that the problems of added cost and numerous transition sections are not warranted.

DRA:PE
Attachment

cc: D. O. Christensen

RECEIVED

REFERRED TO
Steudenmeyer
Watson
Dorn
Discuss Do File Copy
FINAL DESIGN ENGINEER

REFERRED TO
Steudenmeyer
Watson
Dorn
Discuss Do File Copy
FINAL DESIGN ENGINEER

PROJECT MANAGEMENT BRANCH
ASHE
PLE

S

# DEPARTMI

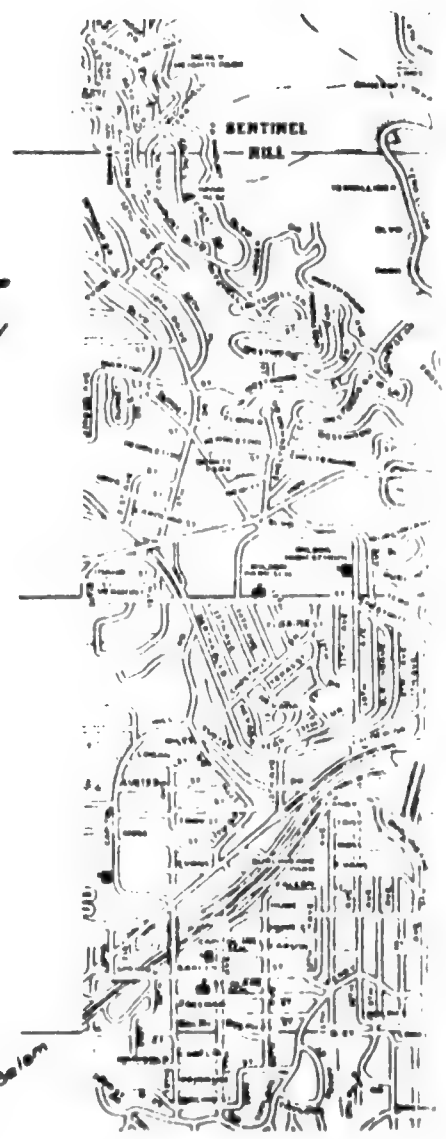
STATI

GRADING, PA

# S.W. BANCROFT ST. -

## OSWEGO I

Portland




| INDEX OF SHEETS | |
|---|---|
| SHEET NO. | DESCRIPTION |
| 1 | Title Sheet |
| 2, 2A | Typical Sections |
| 2B, 2C, 2D, 2D-2 | Details |
| 2E, 2E-2 | Temporary Protection & Direction Of Traffic |
| 2F, 2F-2, 2F-3 | Pipe Data |
| 2G, 2G-2, 2G-3 | Signing |
| 2H | Summary & Details |
| 3 | Plan & Profile |
| 3A | Plan |
| 4 | Plan & Profile |
| 4A | Plan |
| 5 | Plan & Profile |
| 5A | Plan |
| 6 | Plan & Profile |
| 6A | Plan |
| 7 | Plan & Profile |
| 7A | Plan |
| 8 | Plan & Profile |
| 8A, 9, 9A, 9B | Plan |
| 9C, 9D, 9E | Profile |
| 10 | Plan & Profile |
| 10A | Plan |
| 11 | Plan & Profile |

Drg. Nos.

| | |
|---|---|
| S-1, S-6, S-12, 2126, 2126A, 2126C | Temporary Protection And Direction Of Traffic |
| 2077 | - Curb |
| 2077A | - Islands |
| 2050 | - Misc. Structures |
| 2085 | - Fence |
| 2050A | - Manholes |
| 2105 | - Inlets |
| 2121, 2123 | - Pipe Details |
| 2127 | - Barrier |

APPROVED AS NOTED

Nargat

For CITY OF PORTLAND

Date 2-1-80

1) INLET GRATES TO MODIFIED FOR BICYCLE USE.

2) FOR GRADES LESS THAN 0.4% CONCRETE CURB & GUTTER SECTION SHALL BE USED.

1183

7-1-80

| INDEX OF SHEETS | |
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| 3 | Plan & Profile |
| 3A | Plan |
| 4 | Plan & Profile |
| 4A | Plan |
| 5 | Plan & Profile |
| 5A | Plan |
| 6 | Plan & Profile |
| 6A | Plan |
| 7 | Plan & Profile |
| 7A | Plan |
| 8 | Plan & Profile |
| 8A, 9, 9A, 9B | Plan |
| 9C, 9D, 9E | Profile |
| 10 | Plan & Profile |
| 10A | Plan |
| 11 | Plan & Profile |

STATE OF

# DEPARTMENT OF

## STATE HIGH

PLANS FOR PR

GRADING, PAVING, SIGNIN

# S.W. BANCROFT ST. – SELL

## OSWEGO HIGHWAY (

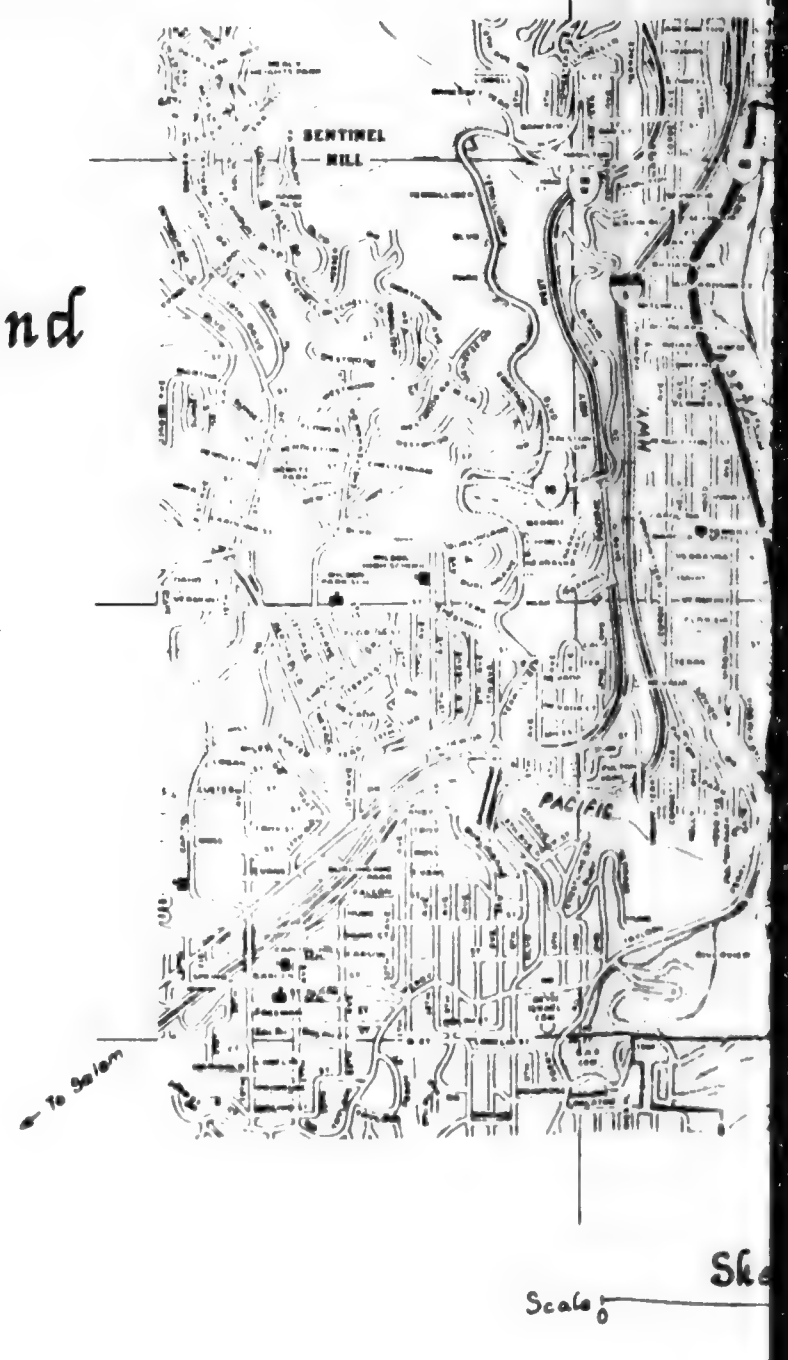
MULTNOM

JULY

Drg. Nos.

| | |
|---|---|
| S-1, S-6, S-12, 2126, 2126A, 2126C | Temporary Protection And Direction Of Traffic |
| 2077 | - Curb |
| 2077A | - Islands |
| 2050 | - Misc. Structures |
| 2085 | - Fence |
| 2050A | - Manholes |
| 2105 | - Inlets |
| 2121, 2123 | - Pipe Details |
| 2127 | - Barrier |

Portland




APPROVED AS NOTED

For CITY OF PORTLAND

Date 7-1-80

1) INLET GRATES TO BE MODIFIED FOR BICYCLE USE

2) FOR GRADES LESS THAN 0.4% CONCRETE CURB & GUTTER SECTION SHALL BE USED.

15V-101

| SW. BANCROFT ST. ~ SELLWOOD BR. (PORTLAND) SEC. OSWEGO HIGHWAY (S.W. MACADAM AVE.) MULTNOMAH COUNTY | | | | SHEET No. 1 |
|---|---|---|---|---|
| FED. ROAD Div. No. | STATE | PROJECT NUMBER | FISCAL YEAR | TOTAL SHEETS |
| 10 | OREGON | IX-9565(12) | | See Index |

STATE OF OREGON

Overall Length Of Project 1.97 Miles

# OF TRANSPORTATION

## HIGHWAY DIVISION

FOR PROPOSED PROJECT

SIGNING, ILLUMINATION & SIGNALS

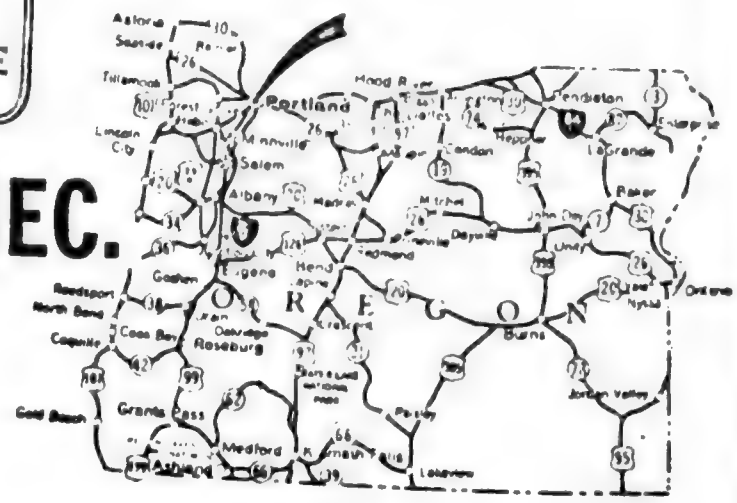
PRELIMINARY COPY
JUN 2 2 1980
SUBJECT TO CHANGE
FINAL DESIGN UNIT

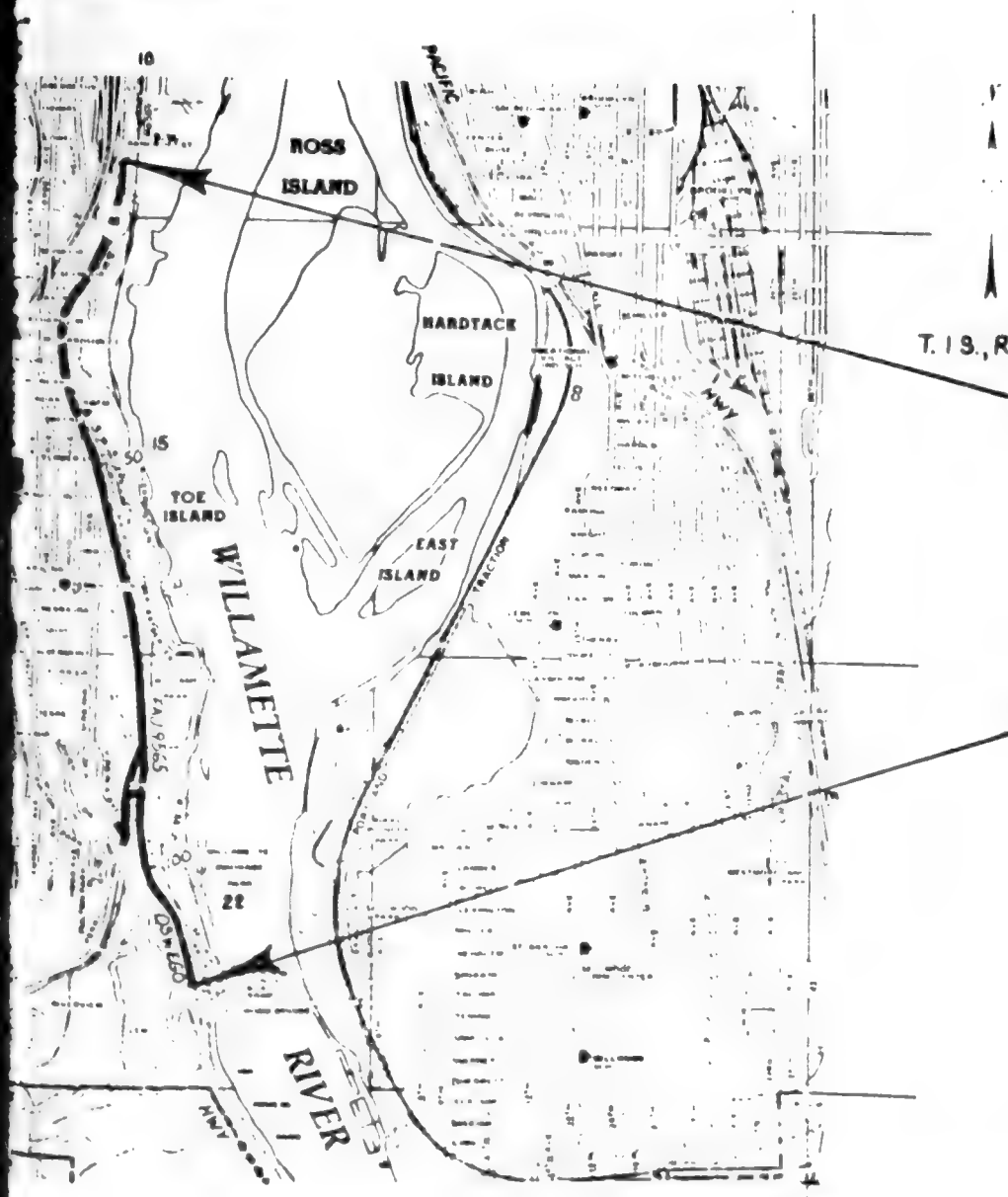
# SELLWOOD BR. (PORTLAND) SEC.

## WAY (S.W. MACADAM AVE.) AS REVISED

## LTNOMAH COUNTY

JULY, 1980




BEGINNING OF PROJECT IX-9565(12)
Sta. 10+85.74

END OF PROJECT IX-9565(12)
Sta. 115+00

Sketch Map

½ 0 1 Miles

OREGON TRANSPORTATION COMMISSION

| | |
|---|---|
| Anthony Yturri | CHAIRMAN |
| Tom Walsh | VICE CHAIRMAN |
| Gordon Coleman | COMMISSIONER |
| Peter J Brix | COMMISSIONER |
| Michael P Hollern | COMMISSIONER |
| Fred B Klaboe | DIRECTOR OF TRANSPORTATION |

REGISTERED PROFESSIONAL ENGINEER 4070 OREGON MAY 23 1980 H S COULTER

REGISTERED PROFESSIONAL ENGINEER 4092 OREGON MAY 23 1980 E S HUNTER

H S Coulter STATE HIGHWAY ENGINEER

E S Hunter ASSISTANT STATE HIGHWAY ENGINEER

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

APPROVED

DISTRICT ENGINEER DATE

Form FHWA 121 (6/79)

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

THE OREGON DIVISION - Salem
UNITED STATES GOVERNMENT

# memorandum

Subject: Oregon Project IX-9565(12)
SW. Bancroft St.-Sellwood Br. Sec.
Macadam Avenue
Multnomah County

Date: July 1, 1980

From: G. L. Green, Division Administrator

Reply to Attn. of: HFO.6-OR

To: Mr. H. S. Coulter, State Highway Engineer, ODOT

By memorandum of June 23, 1980, Mr. Swan has requested concurrence in the eligibility of funding for a pedestrian signal at Nevada Street. The site has been reviewed in the field and I concur in the need for a signal at that location for the stated reasons.

The signal should be coordinated as much as possible with other traffic signals for optimization of traffic flow with energy conservation in mind.

G. L. Green

cc:
OSHD (D E Swan, Prog Mgmt)

RECEIVED
STATE HWY ENGR
JUL - 2'80
REFER TO
FOR

1980 S.W. Bancroft St. - 9183
Sellwood Br. Sec., Oswego Hwy.
(gr, pav, sign, ill, & sig) #4

Smead
No. 2-152-5L
LOS ANGELES
SAN ON - McGREGOR, TX U.S.A.

| | |
|---|---|
| C4A 6735 | 11-21-79 |
| 6627 | 4-21-76 |
| 5918 | 1-5-77 |

CON

FORM 81-734-3030

# OREGON STATE HIGHWAY DIVISION

FILE: 3

INTER-OFFICE CORRESPONDENCE

Salem, Oregon

June 24, 1980
Date

FROM: Rod Henry, Assistant
Right of Way Manager

SUBJECT: Right of Way Certification
F. A. Projects
Bid Opening July 24, 1980

TO: D. H. Moehring
Assistant State Highway Engineer

Federal-aid Project No. IX-9565(12) Highway No. 3 - State

Federal-aid Project Name S.W. Macadam Ave. @ Virg.-Bndry.-Nebraska Sts.

I certify that to the best of my knowledge the following statements, as checked, are correct with regard to the right of way and relocation for this project:

[X] No additional right of way was acquired. Construction can be accomplished within the existing right of way.

[ ] Right of way was acquired in accordance with current FHWA directives covering acquisition of real property and with the relocation provisions of FHPM 7-5. The State has legal and physical possession or has a right to occupy and use all right of way. Occupants have vacated all residential, commercial and farm buildings.

* * * * *

[ ] There are no individuals or families to be displaced from residential improvements.

[ ] All individuals and families have been relocated to decent, safe, and sanitary housing, or the State has made available to relocatees adequate replacement housing in accordance with the provisions of current FHWA directives.

FCL:jh

cc: J. H. Versteeg
Duane Ridings
F. C. Lowe

CON 3

FORM 81-734-3030

# OREGON STATE HIGHWAY DIVISION

FILE:

INTER-OFFICE CORRESPONDENCE

Salem, Oregon

June 24, 1980

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Right of Way Manager

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F. A. Projects
Bid Opening July 24, 1980

TO: D. H. Moehring
Assistant State Highway Engineer

Federal-aid Project No. IX-9565(12) Highway No. 3 - State

Federal-aid Project Name S.W. Bancroft St.-Sellwood Br. (Portland)

I certify that to the best of my knowledge the following statements, as checked, are correct with regard to the right of way and relocation for this project:

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* * * * *

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FCL:jh

cc: J. H. Versteeg
Duane Ridings
F. C. Lowe

STATE OF OREGON
Department of Transportation
Metropolitan Branch

INTEROFFICE MEMO
Telephone: 238-7502
Date: June 13, 1980

TO: L. E. GEORGE
Traffic Engineer

FROM: for TOM SCHWAB
Trans. Analysis Engineer

File No: 26-1913

SUBJECT: Macadam Avenue
Proposed Signal Location @
Nevada Street

Attached is additional information from the City of Portland on their request to include a pedestrian signal at Nevada Street on Macadam Avenue. The pedestrian count taken June 7, 1980 shows 171 pedestrians crossing Macadam Avenue between the hours of 9 a.m. and 5 p.m. Although the hourly volume in a single crosswalk averages 15 pedestrians, high traffic volumes on the street allow very few if any safe gaps for pedestrians to cross. Since this serves a park area, there are times of the year when much higher pedestrian usage may occur.

6/13/80

It is recommended that serious consideration be given to include this signal in the Macadam Avenue project.

11 OK LEG.

pq

Attachment

cc: L. E. GEORGE

RECEIVED
JUN 13 1980
TRAFFIC ENGINEERING

NOTED
DWAYNE HOFSTETTER

THE CITY OF
PORTLAND
OREGON

CONNIE McCREADY
MAYOR

OFFICE OF
PLANNING AND
DEVELOPMENT

BUREAU OF TRAFFIC
ENGINEERING

D E BERGSTROM
CITY TRAFFIC ENGINEER

317 S W ALDER ST
PORTLAND, OR 97204
(503) 248-4295

June 10, 1980

Tom Schwab
Oregon Department of Transportation
Metro Section
5821 N. E. Glisan St.
Portland, Oregon 97213

SUBJECT: Macadam Ave., Proposed Signal Location at Nevada St.

Enclosed is additional information for the above intersection. Pedestrian and vehicular counts were taken between 9 a.m. and 5 p.m. on Saturday, June 7, 1980. These counts show a total of 171 pedestrians crossing Macadam Avenue during these 8 hours.

The pedestrian volumes do not meet the MUTCD for a pedestrian signal installation. However, we do not feel the volume of pedestrians required is realistic when the traffic volumes are extremely high on the major street. The minimum vehicular volume warrant for a pedestrian signal is 600 vph. During the week volumes on Macadam Avenue range from 1,250 to 2,150 vph, and the Saturday counts show an approximate volume range of 800 to 1,200 vph during the high 8 hours.

The enclosed chart published by the Institute of Traffic Engineer indicate that for a 60 ft. width (the project design width) a volume greater than 250 vph will not allow adequate gaps for pedestrian crossing. The volumes on Macadam Ave. are three to nine times the volume necessary to provide adequate gaps for safe pedestrian crossing.

The spacing of Nevada Ave. between Nebraska and Virginia allows for two way progression, and is part of the signal system necessary along Macadam Avenue to provide for safe and orderly movement of regional and local traffic.

We hope this has provided you with the information necessary to include the signal at Macadam Ave. and Nevada St., as part of the Macadam Project.

M. J. Martini
Sr. Traffic Engineer

MWB:jjp

Encl.

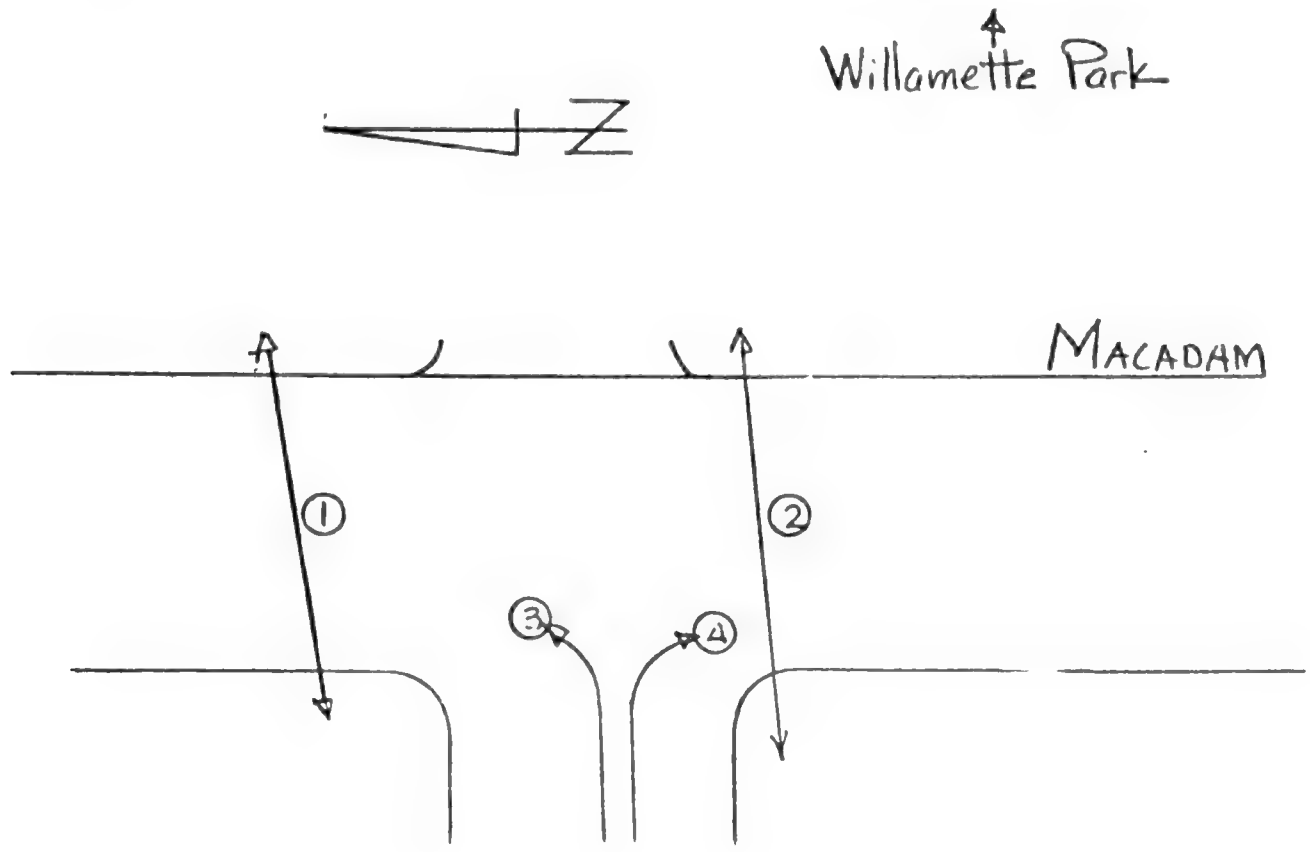
NOTED
L. E. GEORGE

# TRAFFIC COUNT TAB

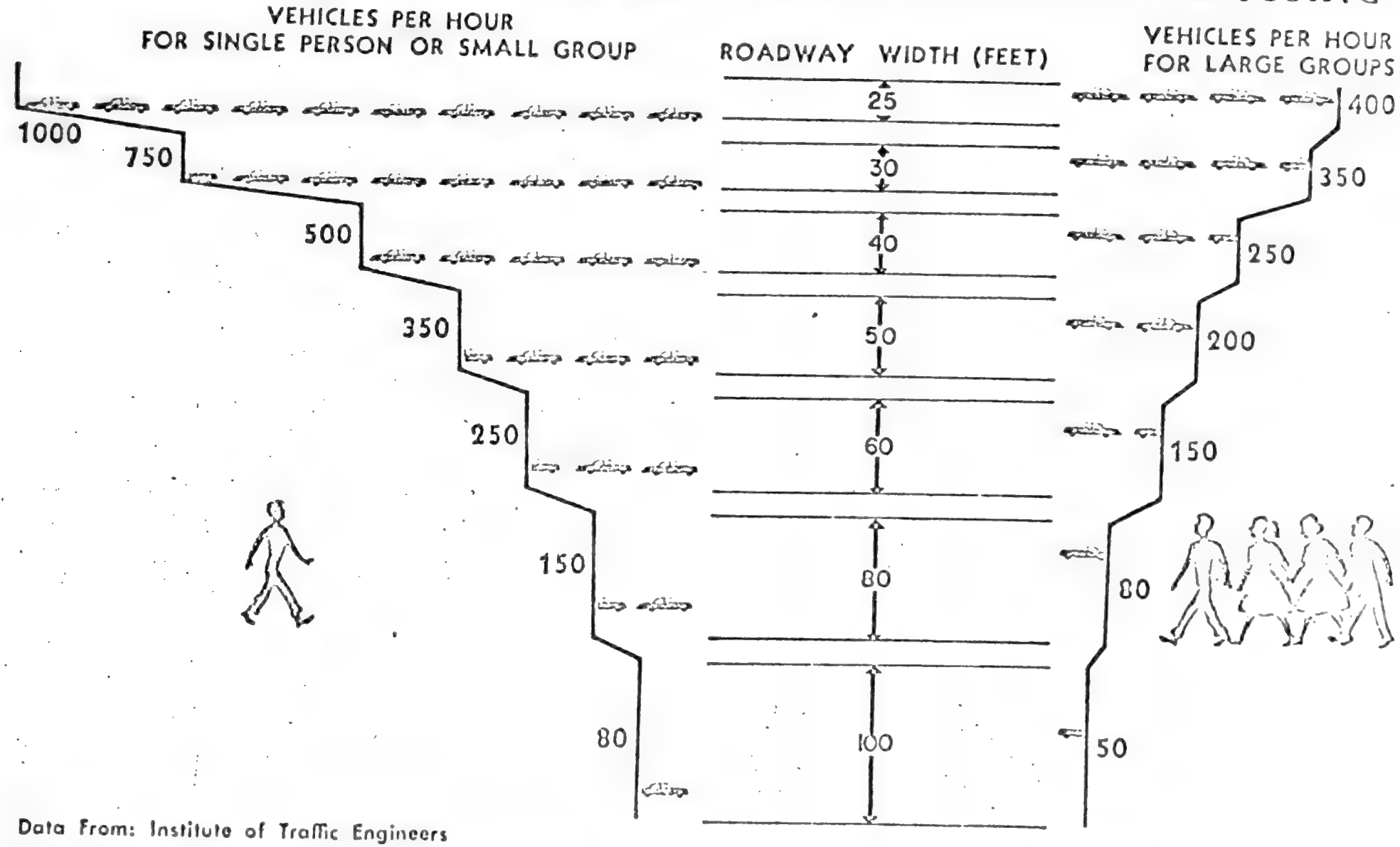
Date June 7 1980
Day Saturday
Weather Cloudy

ON Macadam Ave (1) (2) ON Nevada

| TIME \ DIRECTION | EB | WB | EB | WB | | (3) | (4) | |
|---|---|---|---|---|---|---|---|---|
| A.M. 7–8 | | | | | | | | |
| 8–9 | | | | | Total | | | Total |
| 9–10 | 2 | 1 | 11 | 0 | 14 | 12 | 15 | 27 |
| 10–11 | 3 | 2 | 10 | 1 | 17 | 10 | 15 | 25 |
| 11–12 | 4 | 2 | 12 | 3 | 21 | 8 | 20 | 28 |
| P.M. 12–1 | 4 | 2 | 13 | 8 | 27 | 19 | 17 | 36 |
| 1–2 | 4 | 5 | 5 | 5 | 19 | 10 | 18 | 28 |
| 2–3 | 2 | 3 | 5 | 10 | 20 | 12 | 22 | 34 |
| 3–4 | 6 | 5 | 17 | 4 | 32 | 14 | 19 | 33 |
| 4–5 | 2 | 4 | 6 | 9 | 21 | 13 | 22 | 35 |
| 5–6 | | | | | | | | |
| 6–7 | | | | | | | | |
| 7–8 | | | | | | | | |



# MAXIMUM TWO-WAY TRAFFIC VOLUME WHICH PERMITS ADEQUATE GAPS FOR PEDESTRIAN CROSSING




Data From: Institute of Traffic Engineers

*Fig. 87. This chart offers a "yardstick" to use in determining whether or not the traffic volume at a given intersection provides satisfactory gaps for safe pedestrian crossing.*

Date June 1980

CITY OF PORTLAND

BUREAU OF TRAFFIC ENGINEERING

TRAFFIC SIGNAL WARRANT COMPARISON*

Major Street Macadam Ave. (Oswego Hwy) Minor Street Nevada St.

| | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| Hourly Volumes on Major Street - Any 8 Hrs. (Total of both approaches) | 823 | 925 | 1022 | 1243 | 1116 | 1214 | 1197 | 1067 |
| | | | | 9Am-5pm Sat June 7 | | | | |
| Hourly Minor Street Volumes - same 8 Hrs. (Highest hourly volumes from either approach) | 27 | 25 | 28 | 36 | 28 | 34 | 33 | 35 |
| Hourly Pedestrian Volumes Across Major Street - Same 8 Hrs. (Highest volume crosswalk) | 11 | 12 | 15 | 21 | 10 | 15 | 21 | 15 |

| | Minimum Volume Warrant** | Number of Hours Warrant is Met (8 required) |
|---|---|---|
| 1. Minimum Vehicular Volume: | | |
| Major Street | 600 | 8 |
| Minor Street | 150 | 0 |
| 2. Interruption of Continuous Traffic: | | |
| Major Street | 900 | 8 |
| Minor Street | 75 | 0 |
| 3. Minimum Pedestrian Volume: | | |
| Vehicular Volume (Major Street) | 600 | 8 * |
| Pedestrian Volume | 150 | 0 |
| 4. Accident Experience: | | |
| Preventable Accidents (last 12 months) | 1 | |
| Minimum Warrant | 5 | |
| 5. Systems Warrant: | | |
| Entering Volume (Weekday peak hour) | ___ | |
| Minimum Warrant | ___ | |

Date of Traffic Count Nevada 1980
Macadam 1979

* The hourly warrants are those prescribed in the National Manual on Uniform Traffic Control Devices for Streets and Highway, 1971 edition.

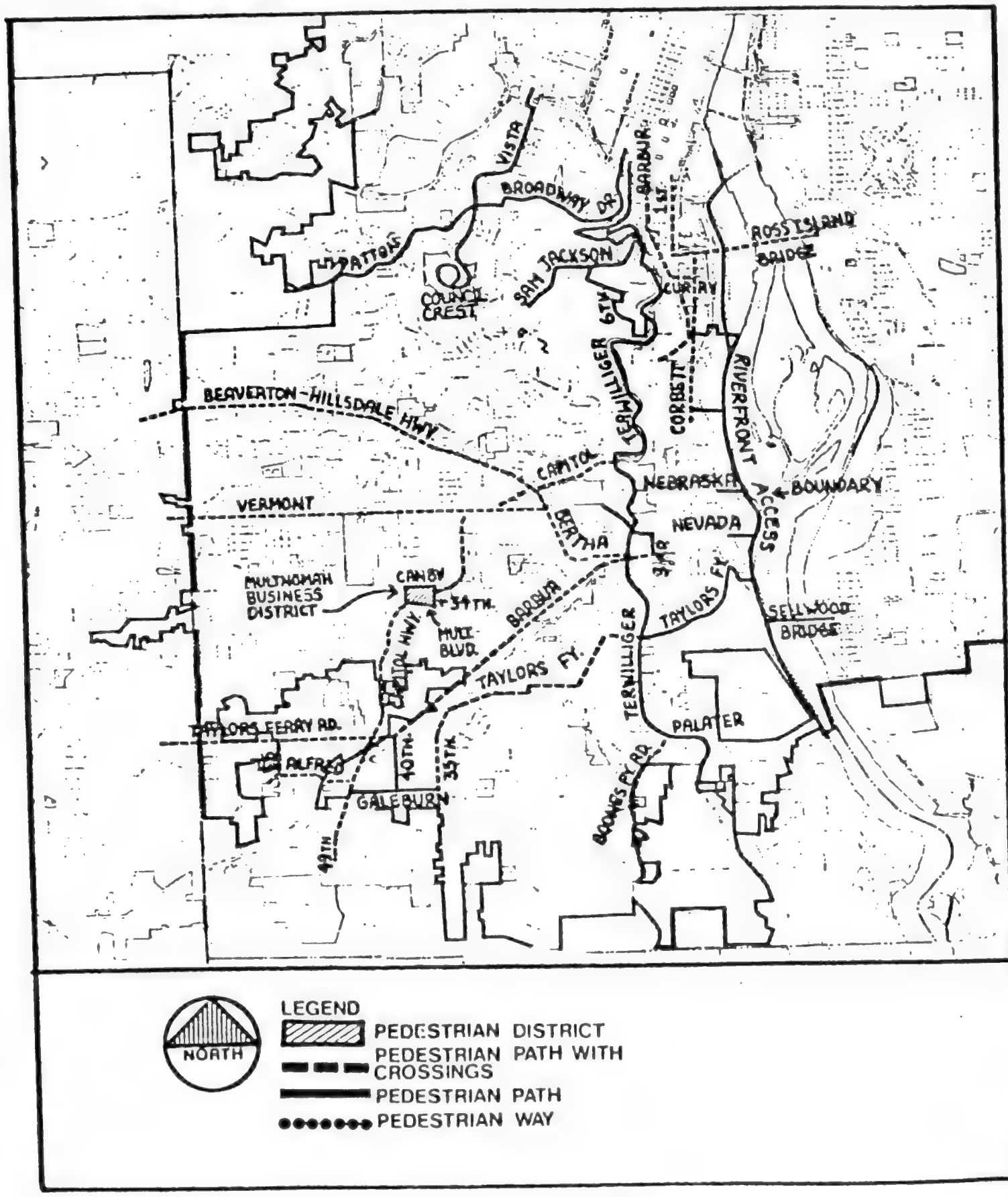
** ____ standard warrants used.
____ 70% of standard warrants used due to 85 percentile speed in excess of 40 MPH or isolated community with population less than 10,000.

*** Not studied

* The pedestrian warrants listed are not realistic. It is doubtful pedestrian volumes to meet these warrants can be found anywhere in Oregon except in the larger downtown Central Business Districts.

Figure 29

# PEDESTRIAN SOUTHWEST



# TRAFFIC COUNT TAB

Date APR. 29 1980
Day TUESDAY
Weather SHOWERS.

ON S.W. NEVADA ST. W/ S.W MACADAM AVE. PC=16 ON _____

| TIME \ DIRECTION | E/BND. | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| A.M. 7-8 | 14 | | | | | | | |
| 8-9 | 12 | | | | | | | |
| 9-10 | ?4 | | | | | | | |
| 10-11 | 11 | | | | | | | |
| 11-12 | 24 | | | | | | | |
| P.M. 12-1 | 5 | | | | | | | |
| 1-2 | 20 | | | | | | | |
| 2-3 | 28 | | | | | | | |
| 3-4 | 34 | | | | | | | |
| 4-5 | 22 | | | | | | | |
| 5-6 | 41 | | | | | | | |
| 6-7 | 22 | | | | | | | |
| 7-8 | 7 | | | | | | | |
| 8-9 | 11 | | | | | | | |
| 9-10 | 24 | | | | | | | |
| 10-11 | 10 | | | | | | | |
| 11-12 | 3 | | | | | | | |
| A.M. 12-1 | 0 | | | | | | | |
| 1-2 | 0 | | | | | | | |
| 2-3 | 0 | | | | | | | |
| 3-4 | 3 | | | | | | | |
| 4-5 | 0 | | | | | | | |
| 5-6 | 0 | | | | | | | |
| 6-7 | 6 | | | | | | | |
| TOTAL | 321 ✓ | | | | | | | |
| GRAND TOTAL | | | | | | | | |

# TRAFFIC COUNT TAB

Date 6/29 - 7/2/79
Day FRIDAY - MONDAY
Weather SHOWERS

ON S.W. Macadam Ave S/BD ON _____
N/S.W. Nebraska St.

| TIME \ DIRECTION | FRI | SAT | SUN | MON | | | | |
|---|---|---|---|---|---|---|---|---|
| A.M. 7-8 | | 127 | 56 | 391 | | | | |
| 8-9 | 514 | 216 | 91 | 453 | | | | |
| 9-10 | 479 | 289 | 141 | 436 | | | | |
| 10-11 | 548 | 328 | 216 | 529 | | | | |
| 11-12 | 703 | 447 | 318 | 666 | | | | |
| P.M. 12-1 | 508 | 543 | 388 | 787 | | | | |
| 1-2 | 728 | 541 | 448 | 690 | | | | |
| 2-3 | 880 | 564 | 496 | | | | | |
| 3-4 | 1024 | 647 | 567 | | | | | |
| 4-5 | 1430 | 617 | 548 | | | | | |
| 5-6 | 1548 | 604 | 550 | | | | | |
| 6-7 | 920 | 528 | 453 | | | | | |
| 7-8 | 666 | 471 | 335 | | | | | |
| 8-9 | 523 | 358 | 332 | | | | | |
| 9-10 | 543 | 401 | 328 | | | | | |
| 10-11 | 402 | 370 | 302 | | | | | |
| 11-12 | 413 | 372 | 253 | | | | | |
| A.M. 12-1 | | 339 | 263 | 115 | | | | |
| 1-2 | | 203 | 161 | 40 | | | | |
| 2-3 | | 128 | 116 | 28 | | | | |
| 3-4 | | 54 | 44 | 17 | | | | |
| 4-5 | | 28 | 27 | 16 | | | | |
| 5-6 | | 39 | 11 | 39 | | | | |
| 6-7 | | 81 | 37 | 219 | | | | |
| TOTAL | 11,829 | 8,295 | 6,481 | 3,952 | | | | |
| GRAND TOTAL | 12,694 | | | | | | | |

# TRAFFIC COUNT TAB

Date 6/29 - 7/2/79
Day FRIDAY - MONDAY
Weather SHOWERS

ON SW Macadam Ave. N/Bd
S/SW Nebraska St. #84

ON _____

| TIME \ DIRECTION | FRI | SAT | SUN | MON | | | | |
|---|---|---|---|---|---|---|---|---|
| A.M. 7-8 | | 399 | | | | | | |
| 8:15-9 | 818 | 447 | | | | | | |
| 9-10 | 783 | 534 | | | | | | |
| 10-11 | 804 | 597 | | | | | | |
| 11-12 | 775 | 575 | | | | | | |
| P.M. 12-1 | 842 | 700 | | | | | | |
| 1-2 | 779 | 575 | | | | | | |
| 2-3 | 872 | 650 | | | | | | |
| 3-4 | 745 | 550 | | | | | | |
| 4-5 | 608 | 450 | | | | | | |
| 5-6 | 615 | 450 | | | | | | |
| 6-7 | 684 | 500 | | | | | | |
| 7-8 | 507 | 375 | | | | | | |
| 8-9 | 466 | 375 | | | | | | |
| 9-10 | 378 | 325 | | | | | | |
| 10-11 | 345 | 300 | | | | | | |
| 11-12 | 166 | 125 | | | | | | |
| A.M. 12-1 | | 104 | | | | | | |
| 1-2 | | 99 | | | | | | |
| 2-3 | | 45 | | | | | | |
| 3-4 | | 38 | | | | | | |
| 4-5 | | 89 | | | | | | |
| 5-6 | | 194 | | | | | | |
| 6-7 | | 289 | | | | | | |
| TOTAL | 10,187 | 2,835 | | | | | | |
| GRAND TOTAL | | | | | | | | |

Volunteers Hose Jet

E st.

Date May 1980

CITY OF PORTLAND
BUREAU OF TRAFFIC ENGINEERING

TRAFFIC SIGNAL WARRANT COMPARISON*

Major Street Macadam Ave. (Oswego Hwy) Minor Street Nevada St.

Friday

| | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| Hourly Volumes on Major Street - Any 8 Hrs. (Total of both approaches) Using Macadam Count @ Nebraska | 1260 | 1480 | 1510 | 1750 | 1770 | 2040 | 2160 | 1600 |
| Hourly Minor Street Volumes - same 8 Hrs. (Highest hourly volumes from either approach) | 9-10AM 24 | 11-12 Noon 24 | 1 PM 20 | to 28 | 34 | 22 | 7 PM 41 | 22 |
| Hourly Pedestrian Volumes Across Major Street - Same 8 Hrs. (Highest volume crosswalk) | | No Counts | | | | | | |

| | Minimum Volume Warrant** | Number of Hours Warrant is Met (8 required) |
|---|---|---|
| 1. Minimum Vehicular Volume: | | |
| Major Street | 600 | 8 |
| Minor Street | 150 | 0 |
| 2. Interruption of Continuous Traffic: | | |
| Major Street | 900 | 8 |
| Minor Street | 75 | 0 |
| 3. Minimum Pedestrian Volume: | | |
| Vehicular Volume (Major Street) | 600 | |
| Pedestrian Volume | 150 | |
| 4. Accident Experience: | | |
| Preventable Accidents (last 12 months) | 1 | |
| Minimum Warrant | 5 | |
| 5. Systems Warrant: | | |
| Entering Volume (Weekday peak hour) | 2060 | |
| Minimum Warrant | 800 | |

Date of Traffic Count Nevada — 1980
Macadam — 1979
@ Nebraska

* The hourly warrants are those prescribed in the National Manual on Uniform Traffic Control Devices for Streets and Highway, 1971 edition.

** ____ standard warrants used.
____ 70% of standard warrants used due to 85 percentile speed in excess of 40 MPH or isolated community with population less than 10,000.

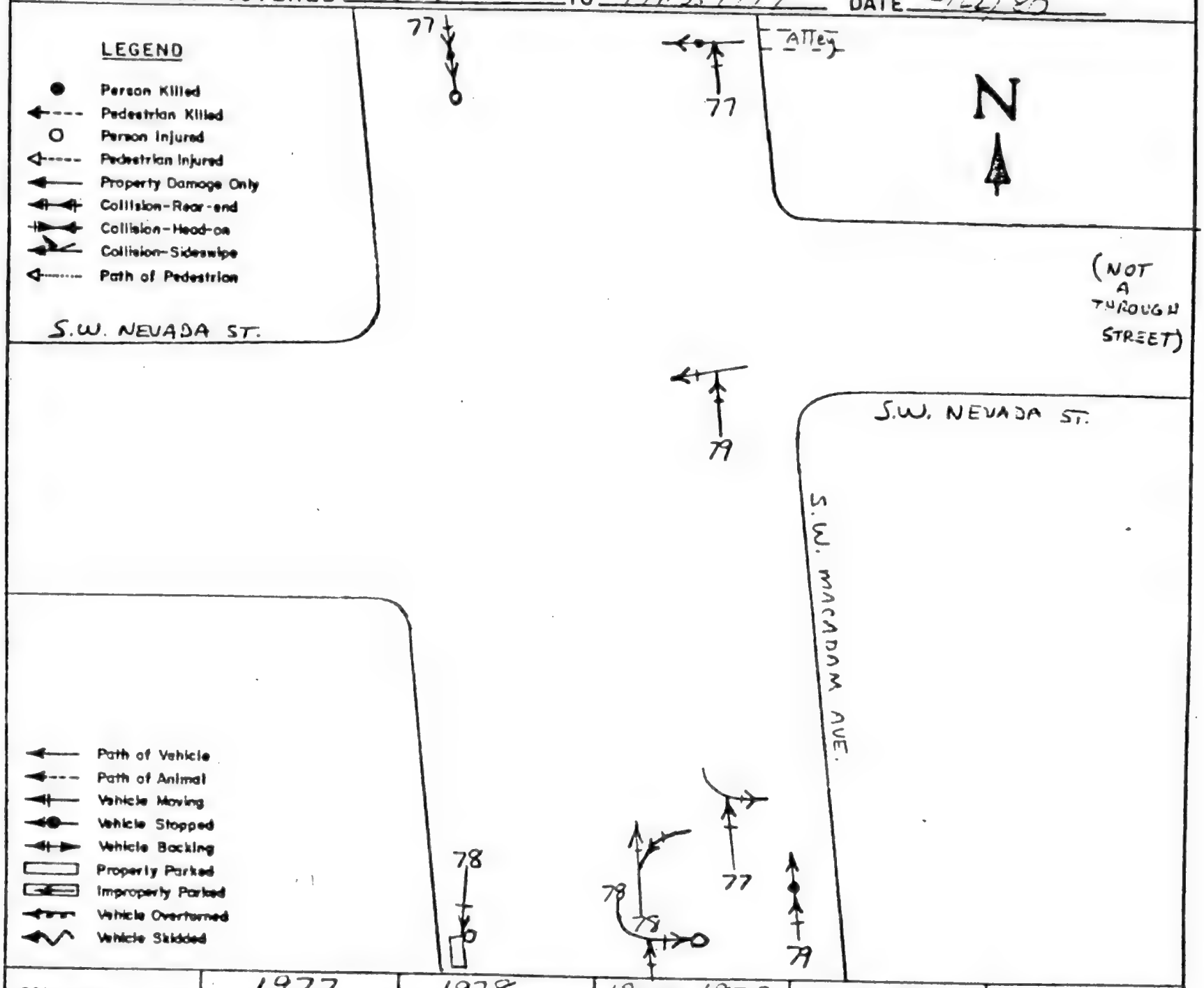
*** Not studied

Nevada St is the southerly access point into Willamette Park — (Pedestr... access only) - Nevada is listed in the City of Portland's Arterial Street Di...

CITY OF PORTLAND, OREGON
BUREAU OF TRAFFIC ENGINEERING

# COLLISION DIAGRAM

LOCATION SW MACADAM AVE @ NEVADA ST. COMPILED BY EVANS
PERIOD COVERED 1977 TO 10 mos 1979 DATE 4/22/80




| COLLISION TYPE | 1977 | | | | 1978 | | | | 10 mos 1979 | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Fatal | Non-Fatal | Prop. Damage | Total | Fatal | Non-Fatal | Prop. Damage | Total | Fatal | Non-Fatal | Prop. Damage | Total | Fatal | Non-Fatal | Prop. Damage | Total | Fatal | Non-Fatal | Prop. Damage | Total |
| Angle | | | 1 | 1 | | | | | | | 1 | 1 | | | | | | | | |
| Head-on | | | | | | | | | | | | | | | | | | | | |
| Rear-end | | 1 | 0 | 1 | | | | | | | 1 | 1 | | | | | | | | |
| Sideswipe | | | | | | | | | | | | | | | | | | | | |
| Turning Movement | | | 1 | 1 | | 1 | 1 | 2 | | | | | | | | | | | | |
| Parking | | | | | | | | | | | | | | | | | | | | |
| Non-collision | | | | | | | | | | | | | | | | | | | | |
| Fixed Object | | | | | | | | | | | | | | | | | | | | |
| Pedestrian | | | | | | | | | | | | | | | | | | | | |
| Backing | | | | | | | | | | | | | | | | | | | | |
| Misc. | | | | | | | 1 | 1 | | | | | | | | | | | | |
| TOTAL | | 1 | 2 | 3 | | 1 | 2 | 3 | | | 2 | 2 | | | | | | | | |

# ENVIRONMENTAL REVIEW CHECKLIST

ALL CLEAR 6/11/80
Donald L Rout

All Clear Deadline

June 26, 1980 Bid Letting _____

SECTION Macadam Ave @ Virg.-Bndry.-Nebraska Sts
Highway Oswego
County Multnomah Region 1
Type of Work Signals Funds Comb FAI-X Comb
State ___ Consultant ___ Plans Avail. ___Yes ___No

| | Not Required | Required | Mitigation Required | Mitigation/Plans | ALL CLEAR | |
|---|---|---|---|---|---|---|
| **DOCUMENTS:** | | | | | | |
| EIS | X | | | | | |
| Negative Declaration | X | | | | | |
| Project Assessment | | X | | | X | statewide |
| Write-off Letter | X | | | | | |
| **PERMITS:** | | | | | | |
| Division of State Lands | X | | | | | |
| D.O.G.M.I. | X | | | | | |
| Corps of Engineers | X | | | | | |
| Coast Guard | X | | | | | |
| Co. Conditional Use | X | | | | | |
| NPS Air Pollution | X | | | | | |
| NPS Water Pollution | X | | | | | |
| **CULTURAL:** | | | | | | |
| Cultural Survey | X | | | | | |
| Cultural Salvage | X | | | | | |
| **NOISE:** | | | | | | |
| Noise Study | X | | | | X | |

3

# ENVIRONMENTAL REVIEW CHECKLIST

AUG 21
~~July 24~~
~~June 26~~, 1980 Bid Letting _____ All Clear Deadline

ALL CLEAR 6/11/80
Harold L Rand

SECTION SW Bancroft St-Sellwood Br.
Highway Oswego
County Multnomah Region 1
Type of Work G-P-Strs-Sigs-Ill-Sn Funds FAI-X Comb
State ___ Consultant ___ Plans Avail. ___Yes ___No

| | Not Required | Required | Mitigation Required | Mitigation/Plans | ALL CLEAR |
|---|---|---|---|---|---|
| **DOCUMENTS:** | | | | | |
| EIS | | | | | |
| Negative Declaration | X | | | | |
| Project Assessment | | | | | |
| Write-off Letter | X | | X | | X |
| **PERMITS:** | | | | | |
| Division of State Lands | X | | | | |
| D.O.G.M.I. | X | | | | |
| Corps of Engineers | X | | | | |
| Coast Guard | X | | | | |
| Co. Conditional Use | X | | | | |
| NPS Air Pollution | | | X | X | |
| NPS Water Pollution | | | X | X | |
| **CULTURAL:** | | | | | |
| Cultural Survey | X | | | | |
| Cultural Salvage | X | | | | |
| **NOISE:** | | | | | |
| Noise Study | X | | | | |

TOTAL TO DATE JOB COST SUMMARY

| DESCRIPTION OF JOB OR DEPARTMENT | PREFIX | | FUNCTION | | GR | CURRENT MONTH | FISCAL YEAR TO DATE | GRAND TOTAL TO DATE |
|---|---|---|---|---|---|---|---|---|
| | 026 | 1961 | 901 | 00 | P 1 | .28CR | 47.95CR | 2,147.22 |
| | 026 | 1961 | 901 | 00 | N 1 | .28 | 47.95 | 47.95 |
| | 026 | 1961 | 905 | 00 | P 1 | | | 1,156.02 |
| | 026 | 1961 | 906 | 00 | P 1 | | 54.00CR | 8.02 |
| | 026 | 1961 | 906 | 00 | N 1 | | 54.00 | 54.00 |
| | 026 | 1961 | 909 | 00 | P 1 | | 13.75CR | |
| | 026 | 1961 | 909 | 00 | N 1 | | 13.75 | 13.75 |
| | 026 | 1961 | 910 | 00 | P 1 | | | 167.28 |
| | 026 | 1961 | 911 | 00 | P 1 | | | 2,026.85 |
| | 026 | 1961 | 913 | 00 | P 1 | | 6.96CR | |
| | 026 | 1961 | 913 | 00 | N 1 | | 6.96 | 6.96 |
| | 026 | 1961 | 914 | 00 | P 1 | | | .79 |
| | 026 | 1961 | 920 | 00 | P 1 | | | 619.50 |
| | 026 | 1961 | 921 | 00 | P 1 | | 5.00 | 665.52 |
| | 026 | 1961 | 923 | 00 | P 1 | | 12.94CR | 335.53 |
| | 026 | 1961 | 924 | 00 | P 1 | | | 61.36 |
| | | | TOT | | P1 | .28CR | 130.60CR | 7,188.09 |
| | | | TOT | | N1 | .28 | 122.66 | 122.66 |
| | | | ** JOB TOTALS ** | | | ** | 7.94CR** | 7,310.75 ** |
| MT HOOD HWY FLASHING BEACONS CONT NO | | | * FA PROJ NOS HHS0024001 100 | | | | | STATE |
| | 026 | 1981 | 296 | 00 | N 9 | | | 5,967.14CR |
| | 026 | 1981 | 298 | 00 | N 9 | | | 5,967.14 |
| | 026 | 1981 | 901 | 00 | P 1 | | | 2,825.45 |
| | 026 | 1981 | 901 | 00 | N 1 | | | 243.57 |
| | 026 | 1981 | 905 | 00 | P 1 | | | 153.72 |
| | 026 | 1981 | 911 | 00 | P 1 | | | 3,026.32 |
| | 026 | 1981 | 914 | 00 | P 1 | | | 173.63 |
| | 026 | 1981 | 920 | 00 | P 1 | | | 43.50 |
| | 026 | 1981 | 921 | 00 | P 1 | | | 407.53 |
| | | | TOT | | P1 | | | 6,630.15 |
| | | | TOT | | N1 | | | 243.57 |
| | | | ** JOB TOTALS ** | | | ** | ** | 6,873.72 ** |
| SW MACADAM CORRIDOR STUDY CONT NO | | | * FA PROJ NOS M 565001 100 | | | | | STATE |
| | 026 | 1985 | 294 | 00 | N 1 | | 1,017.24CR | 1,017.24CR |
| | 026 | 1985 | 296 | 00 | N 9 | | 1,880.68CR | 14,680.68CR |
| | 026 | 1985 | 298 | 00 | N 9 | | 1,880.68 | 14,680.68 |
| | 026 | 1985 | 901 | 00 | P 1 | | | 1,278.39 |
| | 026 | 1985 | 901 | 00 | N 1 | | | 170.18 |
| | 026 | 1985 | 903 | 00 | P 1 | | 1,026.56 | 14,327.42 |
| | 026 | 1985 | 911 | 00 | P 1 | | | 1.48 |
| | 026 | 1985 | 915 | 00 | P 1 | | 65.20 | 65.20 |
| | 026 | 1985 | 918 | 00 | P 1 | | | 2.50 |
| | 026 | 1985 | 918 | 00 | P 1 | | | 2.10 |
| | 026 | 1985 | 923 | 00 | P 1 | | | 1,433.26 |
| | 026 | 1985 | 924 | 00 | P 1 | | | |
| | | | TOT | | P1 | | 1,091.76 | 17,110.35 |
| | | | TOT | | N1 | | 1,017.24CR | 847.06CR |
| | | | ** JOB TOTALS ** | | | ** | 74.52 ** | 16,263.29 ** |

TRA 16

STATE OF OREGON
Highway - Traffic 378-6537

# INTEROFFICE MEMO

TO: D. H. Moehring
Assistant State Highway Engineer
Project Management Branch

ATTN: Joe Gaither

DATE: May 27, 1980

FROM: L. E. George
Traffic Engineer

SUBJECT: Traffic Signal Warrants
SW Bancroft-Sellwood Bridge
Oswego Highway No. 3
Multnomah County

We have reviewed the traffic signal warrant data provided by T. H. Schwab for the intersections of Boundary, Pendleton, Nebraska and Nevada Streets.

Sellwood B.?

As indicated in Mr. Schwab's letter of May 12, traffic signal warrants are met for the intersections of Boundary, Pendleton, and Nebraska Streets; but the Nevada Street intersection does not meet any of the traffic signal warrants. Mr. Schwab indicated that perhaps the systems warrant might be applied for the Nevada Street intersection.

Bancroft
Virginia
Hamilton

In order for an intersection to be considered for this warrant, it must be comprised of two or more major routes. Nevada Street does not meet the requirements of a major route as described in Section 4C-9 of the Manual On Uniform Traffic Control Devices.

L. E. George
Traffic Engineer

6-5-80
Tom Schwab w/city to get Ped. Gap counts to warrant signal @ Nevada.

RTS:jrb

cc: T. H. Schwab
Hal Marchbanks
Jack Sullivan
Nevada St. signal would be coordinated with State or City lights. Suggested as Non participating?

PROJECT MANAGEMENT BRANCH
SHE ☒ STE ☐
PLE ☐ RE ☐ PRE ☒
MAY 29 1980
REFERRED TO _____
FOR _____
FILE: PM FA LG.

Contains Recycled

THE CITY OF
PORTLAND
OREGON

DEPARTMENT OF
PUBLIC WORKS
MIKE LINDBERG
COMMISSIONER

OFFICE OF
PUBLIC WORKS
ADMINISTRATOR

621 SW ALDER
PORTLAND, OR 97205

TECHNICAL
SERVICES UNIT

MAY 27 1980

May 21, 1980

Max Klotz
Technical Services Engineer
ODOT - Metro
5821 N.E. Glisan
Portland, OR 97213

Dear Max:

Please find attached the gyration that I explained to you and Gary Zehner the other day concerning the Macadam Ave. project funding. If you have any questions or comments please call me at 298-4693. I do not intend to make the actual administrative changes at MSD until mid-to-late June, 1980, by which time ODOT will have the "final" estimate on the project.

Sincerely,

L. David Hill

L. David Hill, P.E.
Program Management
Bureau of Street & Structural Engineering

LDH:dms

attachments

cc: Bill Pettis

cc: Gary Zehner ✓

PROJECT MANAGEMENT BRANCH
PLE STE PRE
REFERRED TO
FOR
FILE: PM FA LG.

ATTACHMENT: Hill to Kotz, 5-21-80

RE: Macadam Avenue Funding

Start @ $4,412,540.00 Total Estimated Cost (TEC)

of which 3,786,000.00 is for street construction (TEC)
and 626,540.00 is for signals (TEC)

Street: $3,786,000. TEC = 3,218,100. Fed. $ X 1.1 = 3,539,910. Fed. $ needed, have 3,230,039. in 1/4 'ly (#67.) TIP under Macadam, 3,539,910. - 3,230,039. = 309,870. (Fed.) additional needed - to come from Contingency Cat. III, Mt. Hood.

This has been done - see attached now have total of 3,950,034 Fed $ which is sufficient to cover street (3540') + inter connect (301'

Signals: $626,540.00 TEC

$74,790. TEC for Pendleton = 63,571. Fed. $ X 1.1 = 69,929. Fed. $ needed, have 29,526. in 1/4 'ly (#67.) TIP under Signal Modifications.
$69,929. - 29,526. = 40,403. (Fed.) additional needed - to come from Contingency Cat. III, Mt. Hood.

$229,480. TEC for Virginia, Boundary & Nebraska = 195,058. Fed. $ X 1.1 = 214,564. Fed. $ needed, have 121,288. Fed. $ in 1/4 'ly (#67.) TIP under New Traffic Signals.

$214,564. - 121,288. = $93,276. (Fed) additional needed - to come from Contingency Cat. VI, Mt. Hood.

$322,270. TEC for Nevada, Bancroft, Sellwood Bridge, Hamilton Ct. signal interconnect = 273,930. Fed $ X 1.1 = 301,322. Fed. $ needed, have $0. 301,322. (Fed) additional needed - to come from Contingency Cat. III, Mt. Hood.

see above

$4,412,540. TEC X 1.1 = 4,853,794. Total = 4,125,725. Fed. $ needed =
3,539,910. + 69,929. + 214,564. = 301,322. checks

Note: This provides for 10% over estimated cost (TEC)

METROPOLITAN SERVICE DISTRICT

TIP PROJECT ADJUSTMENT

15-May-80

STATEMENT OF TRANSACTION IN FEDERAL DOLLARS

PER LETTER DTD MAY 7, 1980

TRANSACTION #: 800515.3
PROJECT: MACADAM AVENUE(OR43) PROJECT
FUNDING: MT HOOD CATEGORY III-REGIONAL HIGHWAY IMPROVEMENTS
PROJECT FUNDING COMBINED-ADJUSTMENT ONLY FOR THIS FUNDING
SPONSOR: CITY OF PORTLAND
FILE # : 5326538
RESOLUTION: MSD ADMINISTRATIVE ADJUSTMENT

| **********PREVIOUS STATUS********** | | | | ******NEW STATUS******* | |
|---|---|---|---|---|---|
| TOTAL | LESS OBLIGATION | UNOBLIGATED BALANCE | THIS TRANSACTION | UNOBLIGATED BALANCE | PROJECT TOTAL |
| PRELIMINARY ENGINEERING | | | | | |
| 206,609 | 264,960 | -58,351 | 0 | -58,351 | 206,609 |
| RIGHT OF WAY ACQUISITION | | | | | |
| 358,021 | 0 | 358,021 | 0 | 358,021 | 358,021 |
| CONSTRUCTION | | | | | |
| 3,230,039 | 0 | 3,230,039 | 420,325 | 3,650,364 | 3,650,364 |
| TOTAL | | | | | |
| 3,794,669 | 264,960 | 3,529,709 | 420,325 | 3,950,034 | 4,214,994 |

FAU FUNDS 12,800 HOOD FUNDS 4,202,194

PROJECT: CONTINGENCY-CITY OF PORTLAND-CATEGORY III
FUNDING: MT HOOD CATEGORY III-REGIONAL HIGHWAY IMPROVEMENTS
SPONSOR: CITY OF PORTLAND
FILE # : 53268631

| | | | | | |
|---|---|---|---|---|---|
| RESERVE ACCOUNT | | | | | |
| 934,987 | 0 | 934,987 | -420,325 | 514,662 | 514,662 |
| TOTAL | | | | | |
| 934,987 | 0 | 934,987 | -420,325 | 514,662 | 514,662 |

[illegible]

1x P

VICTOR ATIYEH
GOVERNOR

# Department of Transportation
## HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:
PRO 6-2

May 20, 1980

TO: G. L. Green, Division Administrator
Federal Highway Administration

Original Signed By
D. E. Swan

FROM: D. E. Swan
Operation Programming Engineer

SUBJECT: Project Data Submission
Item No. 80368
Project No. IX-9565(12)
S.W. Bancroft St.-Sellwood Br. (Portland) Sec.
Multnomah County

Attached support data consists of PP-1 forms with project maps and traffic signal warrants for the subject project.

It is the Oregon State Highway Division's intention to request PS&E approval upon availability of funds.

I request transfer of Interstate Substitution General Funds for the construction of the subject project. This action will involve an estimated total cost of $4,853,000 with substitution funds in the amount of $4,125,050.

This request is based on the July 14, 1978 letter to you from the Governor of Oregon.

A copy of the State Clearinghouse A-95 review conclusions (PNRS #7807-2-950) was forwarded previously.

DRH:bke
Attachments
cc: R.N. Bothman (Metro)
Max Klotz (Metro)
Jon Rose (Metro)
Ed Hardt Region 1
Gary Zehner w/att.

1 4

Budget Bureau No. 41-R206

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO W.O.

FORM PR-1 (REV. 4-61)

5-20-80

# FEDERAL-AID PROGRAM DATA

*(PPM 21-1)*

| | REPORT NUMBER (19)(20) | PROJECT LOCATION *(45 typewriter spaces)* 21 65 | | PRESENT | FUTURE (66) | YEAR (70)(71)(72) | REGION | STATE NAME |
|---|---|---|---|---|---|---|---|---|
| CARD 2 | | SR 43, Sellwood Br., N 1.92 mi (Portland) | **ADT** | 24,000 | 27,700 | 98 | 10 | Oregon |

| | CHARACTER OF PROPOSED WORK *(35 typewriter spaces)* 28 62 | NATL. FOREST (63)(65) | FH ROUTE NO. (66)(68) | SUPV AGCY (69) | DA CLASSIF. (70) | DA AREA (71) | EMERG. YR. (72)(73) | PL. AUTH YR (74)(75) | PROJECT NUMBER PREFIX LETTER(S) 14 23 | NUMBER 7 |
|---|---|---|---|---|---|---|---|---|---|---|
| CARD 3 | Gr., Dr. H-T Pave, Illum & Traf Sig. | | | | | | | | IX- | 9565 |

| | CLASS OF FEDERAL FUNDS | COUNTY NAME | |
|---|---|---|---|
| CARD 4 | Interstate Substitutions General Funded | Multnomah | |
| | NAME OF URBAN AREA (27-31) Portland | ROUTE NO. M | FEDERAL-AID (32) 9565* |

STATE (36)(37) 3 — U.S. — —

| CARD 5 | LINE NO. (14-15) | CHANGE CODE (16) | PROJECT CODE 41 | WORK CLASS 42 | WORK TYPE 43 46 | WORK STEP 53 | TERMINI *(Full description)* | MILES (54)(58) | TOTAL ESTIMATED COST (59)(66) | FEDERAL FUNDS (85%) (67)(76) | STATE FUNDS | OTHER FUNDS (Portland) |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 5 | | | | | **PE** | | | | | | | |
| 5 | | | | | **ROW** | | | | | | | |
| 5 | | | | | **CONST** (CODE) TOPICS 6203/6204 Y030 Y031 | | "S.W. Bancroft St.- Sellwood Br. (Portland) Sec." | 1.92 | 4,853,000 | 4,125,050 | 22,050 ** | 705,900 ** |
| | | | | | | | | 1.92 | 4,853,000 | 4,125,050 | 22,050 | 705,900 |

ESTIMATED PROJECT COST BY PHASES

| CARD 1 | CODE 1 | PREPARED BY | PROJECT TOTALS |
|---|---|---|---|
| 1 | 14 | DRH | (16) (23)(24) (33) |

PROGRAM APPROVAL DATES
10-27-76
3-08-78
10-04-79

REMARKS
Additional Data: Item nos. 7142
80368; Projec
IX-9565(6),(9)

* Old FAP 3
** See Fiscal Data on Back

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FORM PR-1 (REV. 4-61)

# FEDERAL-AID PROGRAM DATA

*(PPM 21-1)*

5-20-80

| PROJECT LOCATION (45 typewriter spaces) | | PRESENT | FUTURE | YEAR | REGION | STATE NAME | STATE CODE | APPN CODE | ITEM NO. |
|---|---|---|---|---|---|---|---|---|---|
| SR 43, Sellwood Br., N 1.92 mi (Portland) | ADT | 24,000 | 27,700 | 98 | 10 | Oregon | 41 | 823 | 80368 |
| 21 65 | | | (66) (70) | (71) (72) | | | (2) (3) | (4) (9) | (14) (18) |

| PROPOSED WORK (35 typewriter) | NATL. FOREST | FH ROUTE NO. | SUPV AGCY | DA CLASSIF. | DA AREA | EMERG. YR. | PL. AUTH YR | PROJECT NUMBER PREFIX LETTER(S) | NUMBER | SEQ. NO. | I. Projects Only POST MI. | DESIG. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| ve, Illum & Traf Sig. | | | | | | | | IX- | 9565 | (12) | | |
| 62 | (63) (65) | (66) (68) | (69) | (70) | (71) | (72) (73) | (74) (75) | 14 23 | 7 | 13 | (24) (26) | 27 |

FUNDS: Interstate Substitutions General Funded

Portland

COUNTY NAME: Multnomah — CODE: 051 (16)

PROGRAM STAGE: [ ] 1 OR [ ] 2

ROUTE NO. M — FEDERAL-AID: 9565* (32) — STATE: 3 (36) (37) — U.S.: - - - (41)

| WORK TYPE | STEP | TERMINI (Full description) | MILES | ESTIMATED PROJECT COST BY PHASES: TOTAL ESTIMATED COST | FEDERAL FUNDS (85%) | STATE FUNDS | OTHER FUNDS (Portland) | CHARACTER OF PROPOSED WORK (Full description) |
|---|---|---|---|---|---|---|---|---|
| 43 46 | 53 | | (54) (58) | (59) (66) | (67) (76) | | | |
| **PE** | | | | | | | | Util. & RR work as required. |
| **ROW** | | | | | | | | |
| **CONST** (CODE) TOPICS 6203/6204 Y030 Y031 | | "S.W. Bancroft St.- Sellwood Br. (Portland) Sec." | 1.92 | 4,853,000 | 4,125,050 | 22,050 ** | 705,900 ** | ROW - 80' min; Access Control partial; Parking Restrictions- complete. |
| | | | 1.92 | 4,853,000 | 4,125,050 | 22,050 | 705,900 | |
| | | | (16) | (23) (24) | (33) | | | |

D BY: DRH — PROJECT TOTALS

APPROVAL DATES
-76
-78
-79

* Old FAP 3
** See Fiscal Data on Back

REMARKS
Additional Data: Item nos. 71427, 71428, 80368 & 80368; Project Nos. M-9565(2),(2), IX-9565(6),(9):

Over

S.W. Bancroft St.-Sellwood Br. (Portland) Sec.
Project No. IX-9565 (12)

Project Data: Work under this project consists of construction of a basic 60 ft. curbed section providing 4 travel lanes with 12' median lane requiring grade drain high-type pavement, P.C.C. walkways as directed; install traffic signals at S.W. Boundary St., Pendleton St., S.W. Nebraska St. and S.W. Mills St.; Illumination, railroad track removal and incidental work common to this type of project. Utility adjustments as required.

Fiscal Data:

| Unit | TEC | FF(85%) | State | Local | Funds |
|---|---|---|---|---|---|
| (1) Grade, Drain & H-T Pavement | $4,525,500 | $3,846,675 | $--- | $678,825 | I-80N |
| (2) Traffic Signals (3) | 245,000 | 208,250 | 22,050 | 14,700 | I-505 |
| (3) Traffic Signal (Pendleton St.) | 82,500 | 70,125 | --- | 12,375 | I-505 |
| TOTALS | $4,853,000 | $4,125,050 | $22,050 | $705,900 | |

Note: 1) This project is in Congressional District No. 1.
2) The Sellwood Bridge Signal is a part of Project No. IX-9704(4) and the Hamilton Court Signal is part of a current State Project. These signals will be coordinated into the signal operation over the entire length of the project.

| Data for PR-37: | Type Code | 6203/6204 | $3,925,500 |
|---|---|---|---|
| | " " | Y030 | 600,000 |
| | " " | Y031 | 327,500 |

TRA 7

3

STATE OF OREGON

INTEROFFICE MEMO

Highway - Traffic 378-6537

TO: Don Stoudenmeyer
Preliminary Design Supervisor

DATE: May 13, 1980

FROM: L. E. George
Traffic Engineer

SUBJECT: Sign Study Plans
Bancroft Street-Sellwood Bridge Section
Oswego Highway
Multnomah County

Attached are two prints of the approved sign study plans for the subject section.

These signs should be included in the contract which is scheduled for the June 26, 1980, letting.

L. E. George
Traffic Engineer

ELS:jrb

Attachment

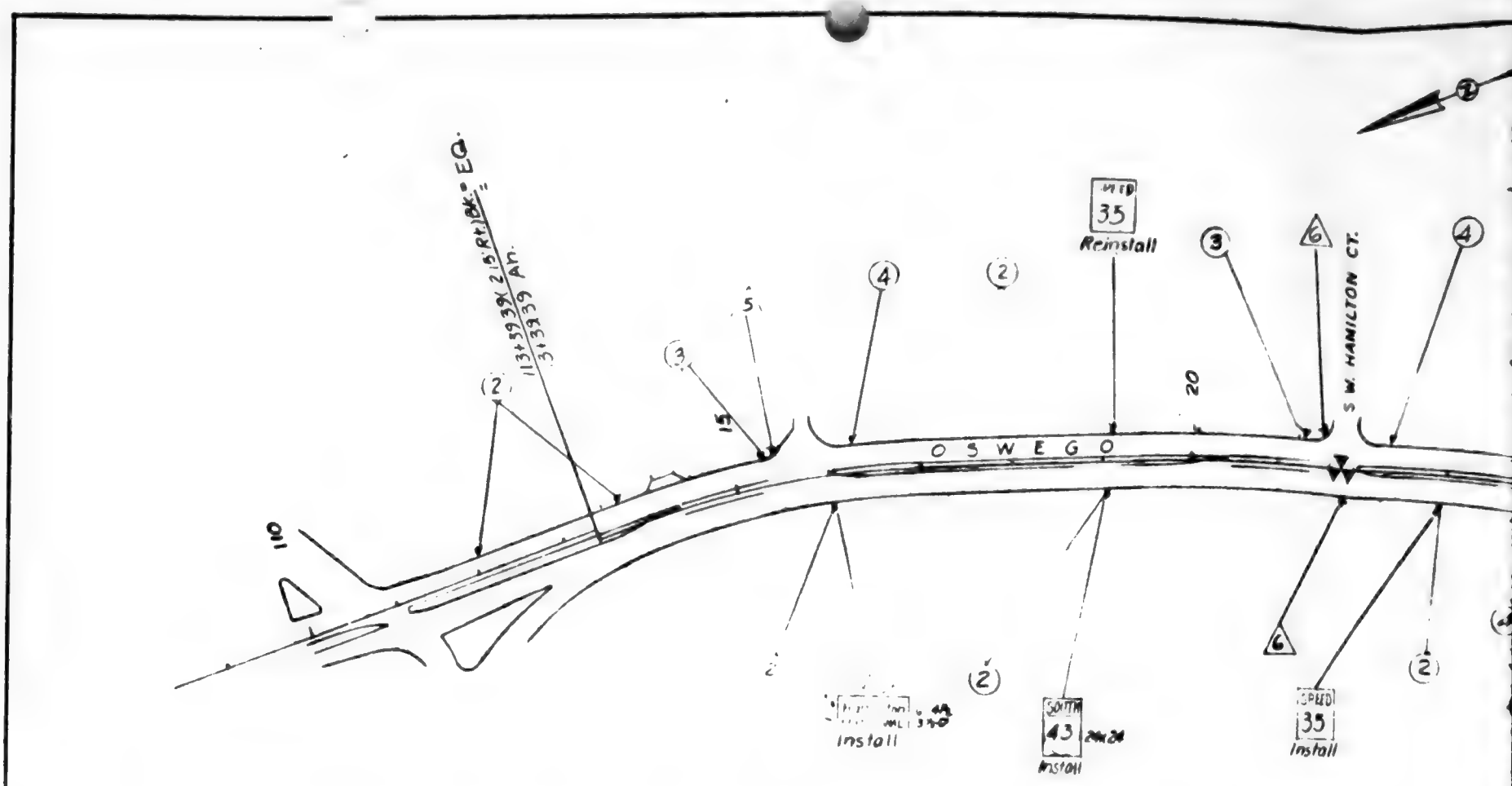
cc w/attachment: R. N. Bothman
E. L. Hardt
W. W. Geibel

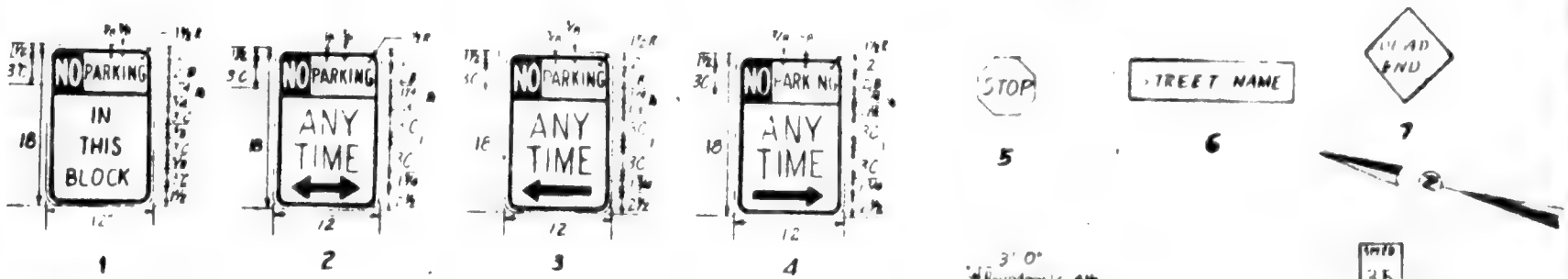
REFERRED TO
Beard / Stoudenmeyer
Cole Mann
Erikson Watson
Hager Dorn Leu
Return Discuss Do File Copy Due
BY FINAL DESIGN ENGINEER

Contains Recycled Materials

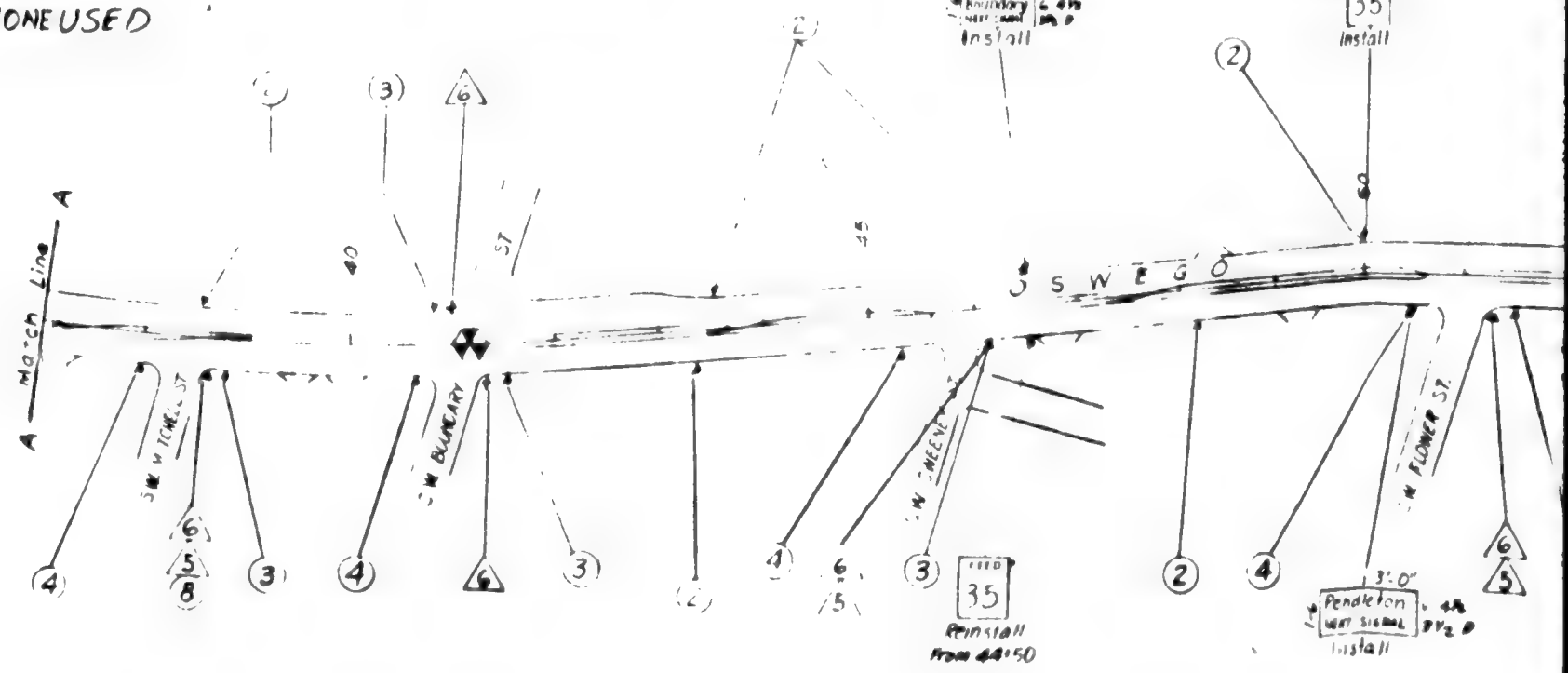
81-125-1387

SP*75683-125

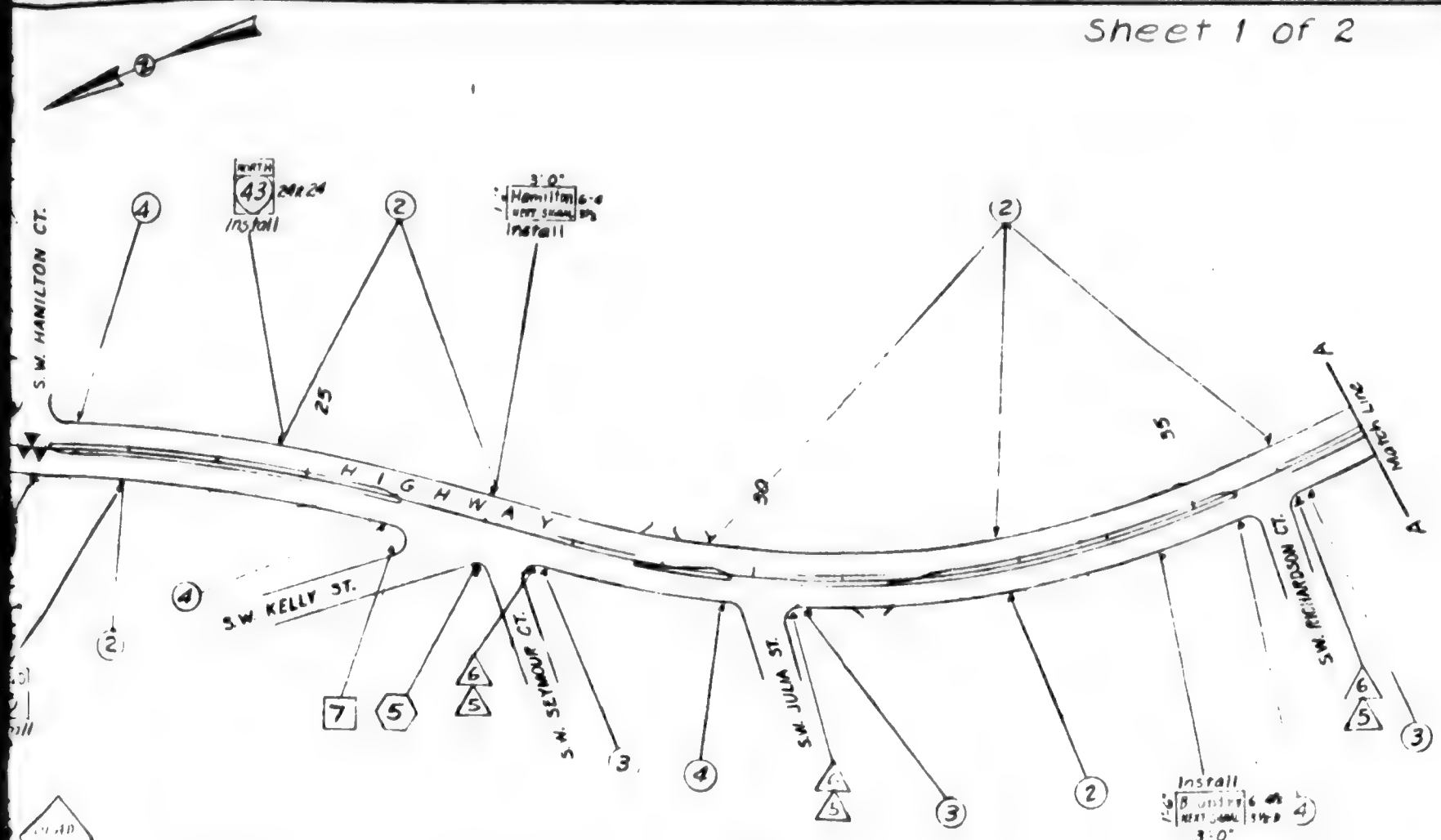


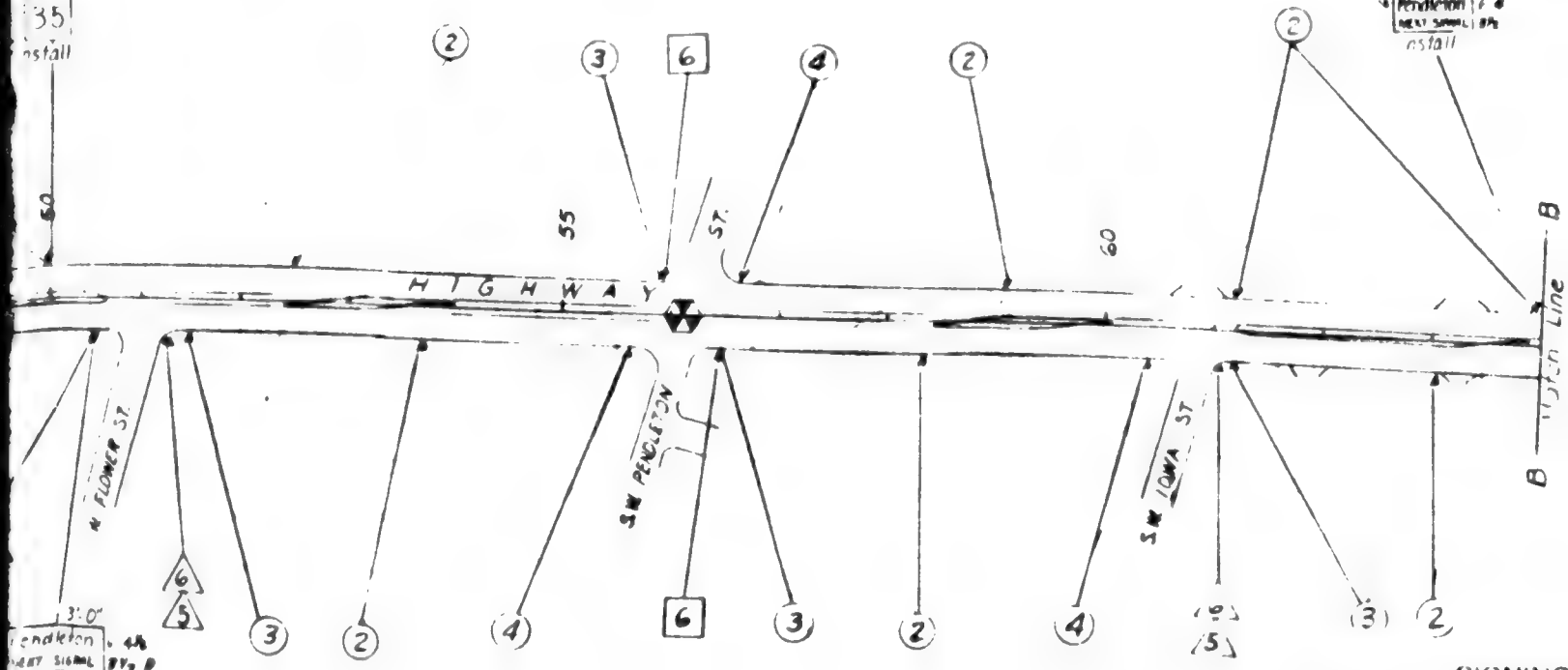




NONE USED




NOTE: PARKING PRO




E: PARKING PROHIBITION SIGNS REVISED 4/11/80

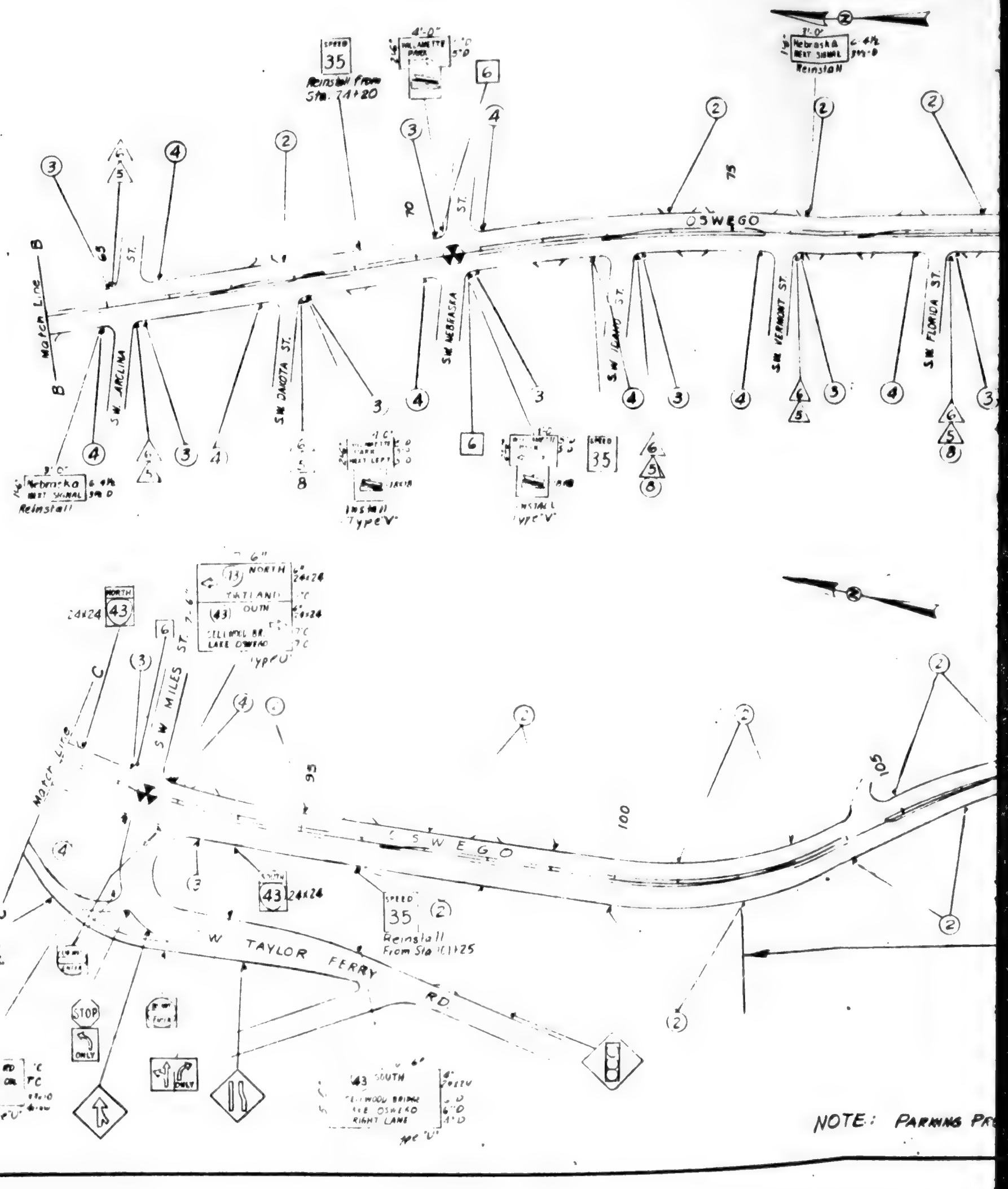
D.E. Bergstrom
CITY APPROVAL

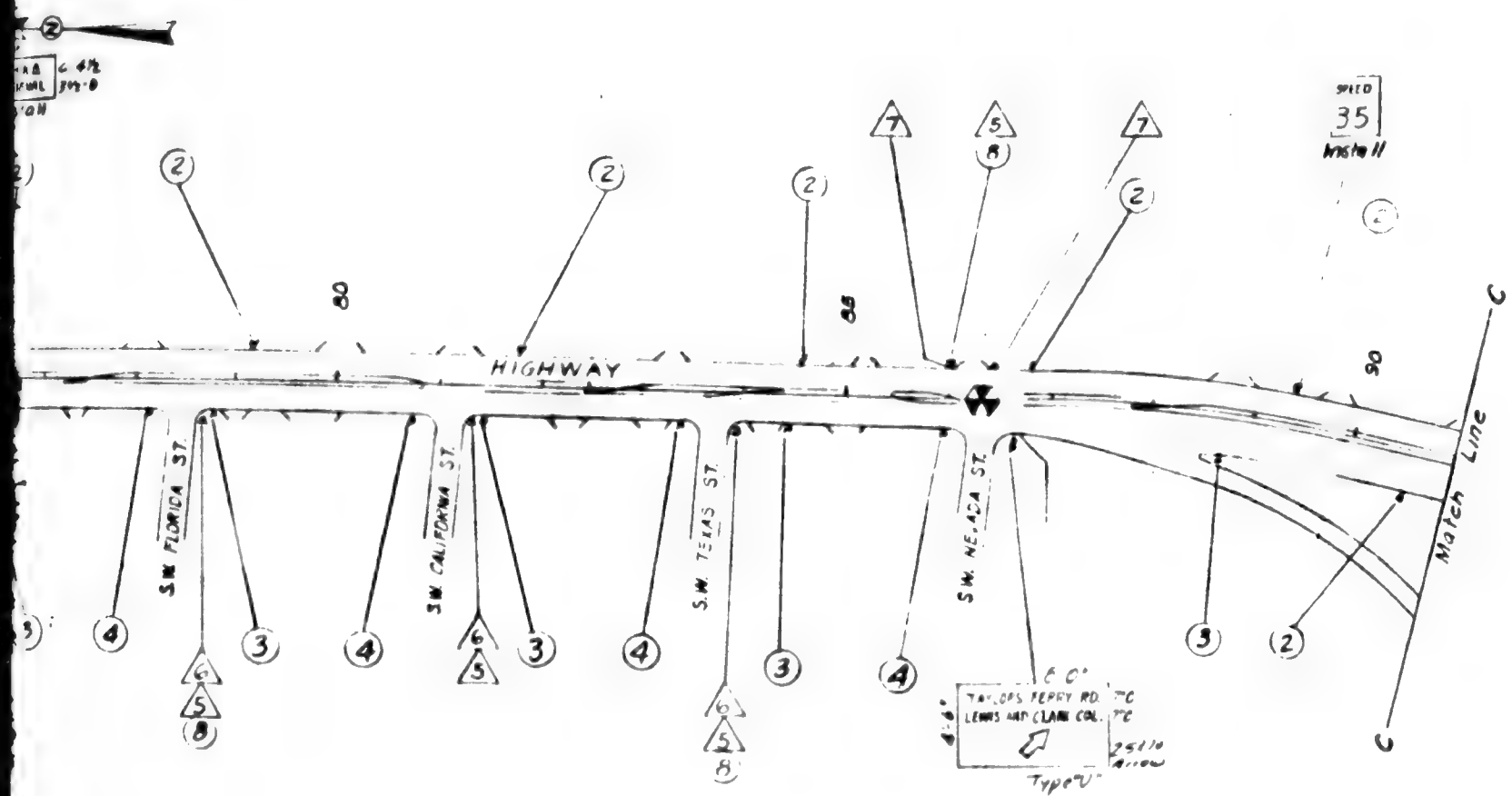
4-28-80
DATE

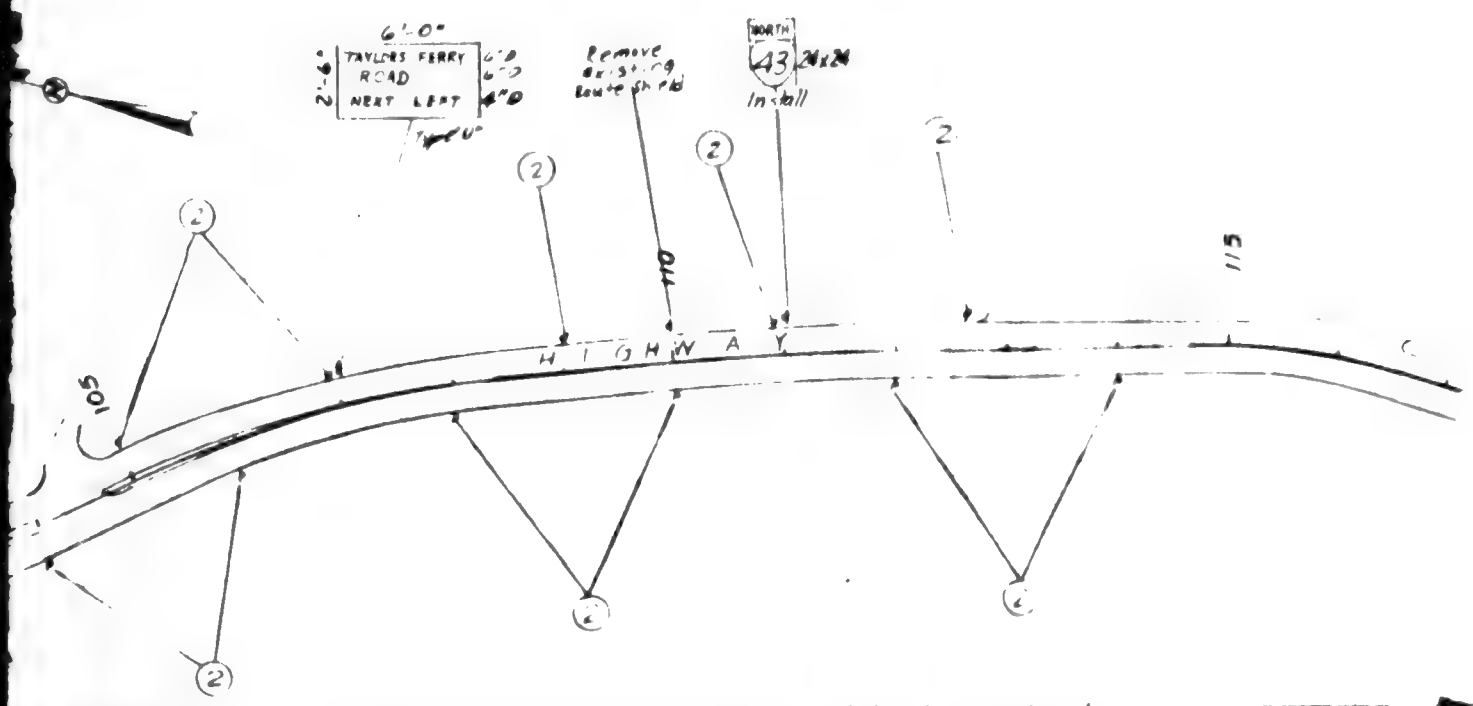
SIGNING PROJECT

BANCROFT ST. - SELLWOOD BR
DIEGO HWY ~ MULTNOMAH CO.

| Action | Date | Signature | Title |
|---|---|---|---|
| Submitted | 3-25-80 | Dag Hylton | Traffic Control Engr |
| Approved | 3 26 80 | G. J. Casey | Sign Engineer |
| • | 5/9/80 | [illegible] | Traffic Engineer |
| • | | | Asst. Hwy Engr. |
| Accepted | 5/12/80 | D K Hamm | FHWA |


SPEED 35
Reinstall From Sta. 74+20
SW OSWEGO
SW MACLINA
SW DAKOTA ST.
SW NEBRASKA
SW IDAHO ST.
SW VERMONT ST.
SW FLORIDA ST.
MATCH LINE B
Nebraska WEST SIGNAL
Reinstall
INSTALL Type "V"
SW MILES ST.
MATCH LINE C
NORTH 43 24x24
SOUTH 43 24x24
W TAYLOR FERRY RD.
SPEED 35
Reinstall From Sta. 101+25
STOP ONLY
ONLY
NOTE: PARKING PR




Relocate existing signs as required due to construction unless noted otherwise. Existing parking signs to be removed.

BANCROFT ST. - SELLWOOD BR.
OSWEGO HWY. ~ MULTNOMAH CO.

D.E. Bergstein
CITY ATTORNEY
4-20-80
DATE

3-25-80 Dwg Approved
3-26-80 J. J. Lacy
5/9/80 [illegible]
5/12/80 B K Hammond FHWA

NOTE: PARKING PROHIBITION SIGNS REVISED 4/11/80

VICTOR ATIYEH
GOVERNOR

# Department of Environmental Quality

522 SOUTHWEST 5TH AVE. PORTLAND, OREGON

MAILING ADDRESS: P.O. BOX 1760, PORTLAND, OREGON 97207

NOTED
E. S. HUNTER

RECEIVED
MAY 12 1980
Environmental Section

May 9, 1980

Oregon State Highway Division
Attn: Mr. Gary A. Potter
412 Transportation Building
Salem, OR 97310

Re: Oswego Highway - Bancroft Street
to Sellwood Bridge
AQ Highway, File No. 26-8011
Indirect Source Construction Permit
Date of Issuance MAY 9 1980

Gentlemen:

The Department has reviewed the information submitted with and in support of your application for construction of the above-referenced indirect source. It is understood that the proposed facility is to be located at Oswego Highway, Portland, Oregon.

The Proposed Indirect Source is approved for construction and operation subject to the conditions set forth in the Indirect Source Construction Permit.

If you wish to appeal any of the conditions or limitations contained in the attached permit you may request a hearing before the Environmental Quality Commission or its authorized representative, pursuant to ORS Chapter 183 and OAR, Chapter 340, Section 14.025(5). Such request for hearing shall be made in writing to the Director on or before 14 days following the date of issuance.

You are urged to carefully read the permit and to take all possible steps to comply with the conditions contained therein so as to minimize degradation to the environment of Oregon.

RECEIVED TECHNICAL SERVICES MAY 2 1980 REFER TO FOR

Sincerely,

E. J. Weathersbee
Administrator
Air Quality Division

Both permits
Hunter
Bottman
Moehring
Keasey
Ed Hendt

HWH:d
Enclosure
cc: Multnomah County Planning Agency
Steve Dotterrer, Portland Bureau of Planning
Cynthia Kurtz, Office of Planning and Development
Northwest Regional Office

this to Tony
file

EQ-2

# INDIRECT SOURCE CONSTRUCTION PERMIT

Department of Environmental Quality
522 Southwest Fifth, Portland, OR 97204
Mailing Address: Box 1760, Portland, OR 97207

Issued in accordance with the provisions of
ORS 468.310 and OAR 20-100 through 20-135

---

**INDIRECT SOURCE:**

Oswego Highway - Bancroft Street to Sellwood Bridge

**ISSUED TO:**

Oregon Department of Transportation

**SOURCE SITE:**

Oswego Highway
Portland, Oregon

**COUNTY:**

Multnomah

**ISSUED BY THE DEPARTMENT OF ENVIRONMENTAL QUALITY**

William H. Young, Director — MAY 9 1980 Date

---

Permitted Activities

Until such time as this permit is modified or revoked, Oregon Department of Transportation is herewith permitted to construct and operate the above indirect source.

The specific listing of requirements, limitations, and conditions contained herein does not relieve the permittee from complying with all other rules and standards of the Department.

Permit Conditions for Highway Sections

1. The Highway Section approved for construction and operation shall be as follows:

   Oswego Highway between Bancroft Street and Sellwood Bridge.

Reporting Requirements

The following reporting requirements shall be a condition of this permit:

2. If construction of the facility approved by this permit has not been completed within 15 months after the issuance date of this permit, the permittee shall submit reports of construction progress to the Department. Such reports shall be submitted initially 15 months after the issuance date of this permit and shall be submitted thereafter annually on the anniversary date of the permit until such time as the permitted construction is completed and the NCIS form has been submitted to the Department. Failure to comply with this condition may constitute justification for revocation of this permit.

Special Conditions

The following special conditions shall be a part of this permit:

3. The permittee shall at all times conduct dust suppression measures to meet the requirements set forth in "Fugitive Emissions" and "Nuisance Conditions" in OAR, Chapter 340, Sections 21-050 through 21-060.

General Conditions

G1. This permit is subject to revocation for cause, as provided by Law, including but not limited to:

   a. Misrepresentation of any material fact or lack of full disclosure in the application including any exhibits thereto, or any other additional information requested or supplied in conjunction therewith.

   b. Violation of any of the requirements, limitations, or conditions contained herein.

   c. Initiating or completing any modifications of this facility which are subject to review by the Department under OAR Chapter 340, Sections 20-100 through 20-135, without prior notice to and approval by the Department.

   d. Failure to commence construction of this facility prior to 18 months following the date of issuance of this permit by the applicant.

e. Failure to commence construction of any planned incremental phase of the facility within 18 months of the time period stated for that phase in this permit.

f. Violation of any applicable statute or rule, standard, or order of the Environmental Quality Commission or the Department.

G2. The Director may grant extensions of the time periods stated in this permit upon a satisfactory showing by the permittee that such extension is justified.

G3. Prior to sale or exchange of the indirect source, the owner shall:

a. Notify the Department and supply the following information:

1) Name of new Owner and address of new Owner

2) Responsible person to contact

(a) Address
(b) Telephone number

b. Inform the prospective owner of the requirements, limitations, or conditions contained herein.

NOTE: A new permit with the same conditions as this permit will be issued to the new owner automatically, unless changes in operation of the facility will significantly increase motor vehicle-related emissions. In the case of a change in operations, a review of the changes would be made and appropriate permit conditions developed to ensure compliance with Department rules.

State of Oregon
Department of Environmental Quality
Air Quality Division
522 Southwest Fifth, Portland, OR 97204
Mailing Address: Box 1760, Portland, OR 97207

NOTICE OF COMPLETION OF INDIRECT SOURCE

This form is to be completed and forwarded to this office upon completion of the construction, installation or establishment of:

Oswego Highway - Bancroft Street to Sellwood Bridge

NCIS 26-8011

Date May 9, 1980

Department of Environmental Quality
Air Quality Division
Box 1760
Portland, OR 97207

Attn: Planning and Development Section

Gentlemen:

The construction, installation or establishment of the parking facility or highway facility described above was completed on _____ and will be in operation by _____.

_____
Signature

_____
Title

VICTOR ATIYEH
GOVERNOR

# Department of Environmental Quality

522 SOUTHWEST 5TH AVE. PORTLAND, OREGON

MAILING ADDRESS: P.O. BOX 1760, PORTLAND, OREGON 97207

RECEIVED
MAY 22 1980
Environmental Section

May 23, 1980

City of Beaverton
Attn: Mr. Christopher E. Bowles
4950 Southwest Hall Boulevard
Beaverton, OR 97005

Re: Allen Boulevard--Alice Lane to
Murray Boulevard
AQ Highway File No. 34-7935
Indirect Source Construction Permit
Date of Issuance MAY 23 1980

Gentlemen:

The Department has reviewed the information submitted with and in support of your application for construction of the above-referenced indirect source. It is understood that the proposed facility is to be located at Allen Boulevard, Beaverton, Oregon.

In accordance with a request from the Oregon Department of Transportation, the permit is being issued to the City of Beaverton.

The Proposed Indirect Source is approved for construction and operation subject to the conditions set forth in the Indirect Source Construction Permit.

If you wish to appeal any of the conditions or limitations contained in the attached permit you may request a hearing before the Environmental Quality Commission or its authorized representative, pursuant to ORS Chapter 183 and OAR, Chapter 340, Section 14.025(5). Such request for hearing shall be made in writing to the Director on or before 14 days following the date of issuance.

You are urged to carefully read the permit and to take all possible steps to comply with the conditions contained therein so as to minimize degradation to the environment of Oregon.

Sincerely,

E. J. Weathersbee
Administrator
Air Quality Division

HWH:b
AB18
Enclosure
cc: Washington County Planning Agency
Gary Potter, ODOT
Northwest Regional Office

Q-1

# INDIRECT SOURCE CONSTRUCTION PERMIT

Department of Environmental Quality
522 Southwest Fifth, Portland, OR 97204
Mailing Address: Box 1760, Portland, OR 97207

Issued in accordance with the provisions of
ORS 468.310 and OAR 20-100 through 20-135

---

**INDIRECT SOURCE:**

Allen Boulevard--Alice Lane to Murray Boulevard

**ISSUED TO:**

City of Beaverton

**SOURCE SITE:**

Allen Boulevard

**COUNTY:**

Washington

**ISSUED BY THE DEPARTMENT OF ENVIRONMENTAL QUALITY**

William H. Young MAY 23 1980
William H. Young, Director Date

---

Permitted Activities

Until such time as this permit is modified or revoked, City of Beaverton is herewith permitted to construct and operate the above indirect source.

The specific listing of requirements, limitations, and conditions contained herein does not relieve the permittee from complying with all other rules and standards of the Department.

Permit Conditions for Highway Sections

1. The Highway Section approved for construction and operation shall be as follows:

   Allen Boulevard between Alice Lane and Murray Boulevard

Reporting Requirements

The following reporting requirements shall be a condition of this permit:

2. If construction of the facility approved by this permit has not been completed within 15 months after the issuance date of this permit, the permittee shall submit reports of construction progress to the Department. Such reports shall be submitted initially 15 months after the issuance date of this permit and shall be submitted thereafter annually on the anniversary date of the permit until such time as the permitted construction is completed and the NCIS form has been submitted to the Department. Failure to comply with this condition may constitute justification for revocation of this permit.

Special Conditions

The following special conditions shall be a part of this permit:

3. The permittee shall at all times conduct dust suppression measures to meet the requirements set forth in "Fugitive Emissions" and "Nuisance Conditions" in OAR, Chapter 340, Sections 21-050 through 21-060.

Notice of Construction

4. A notice of construction form, number NC-IS34-7935 shall be completed and submitted to the Department following construction and prior to operation of this facility.

General Conditions

G1. This permit is subject to revocation for cause, as provided by law, including but not limited to:

   a. Misrepresentation of any material fact or lack of full disclosure in the application including any exhibits thereto, or any other additional information requested or supplied in conjunction therewith.

   b. Violation of any of the requirements, limitations, or conditions contained herein.

   c. Initiating or completing any modifications of this facility which are subject to review by the Department under OAR Chapter 340, Sections 20-100 through 20-135, without prior notice to and approval by the Department.

d. Failure to commence construction of this facility prior to 18 months following the date of issuance of this permit by the applicant.

e. Failure to commence construction of any planned incremental phase of the facility within 18 months of the time period stated for that phase in this permit.

f. Violation of any applicable statute or rule, standard, or order of the Environmental Quality Commission or the Department.

G2. The Director may grant extensions of the time periods stated in this permit upon a satisfactory showing by the permittee that such extension is justified.

G3. Prior to sale or exchange of the indirect source, the owner shall:

a. Notify the Department and supply the following information:

1) Name of new Owner and address of new Owner

2) Responsible person to contact

(a) Address
(b) Telephone number

b. Inform the prospective owner of the requirements, limitations, or conditions contained herein.

NOTE: A new permit with the same conditions as this permit will be issued to the new owner automatically, unless changes in operation of the facility will significantly increase motor vehicle-related emissions. In the case of a change in operations, a review of the changes would be made and appropriate permit conditions developed to ensure compliance with Department rules.

P24793.5(n)

State of Oregon
Department of Environmental Quality
Air Quality Division
522 Southwest Fifth, Portland, OR 97204
Mailing Address: Box 1760, Portland, OR 97207

NOTICE OF COMPLETION OF INDIRECT SOURCE

This form is to be completed and forwarded to this office upon completion of the construction, installation or establishment of:

Allen Boulevard--Alice Lane to Murray Boulevard

NCIS 34-7935

Date May 23, 1980

Department of Environmental Quality
Air Quality Division
Box 1760
Portland, OR 97207

Attn: Planning and Development Section

Gentlemen:

The construction, installation or establishment of the parking facility or highway facility described above was completed on _____ and will be in operation by _____.

_____
Signature

_____
Title

AB18.A

THE CITY OF
PORTLAND
OREGON

DEPARTMENT OF
PUBLIC UTILITIES

FRANCIS J. IVANCIE
COMMISSIONER

BUREAU OF
WATER WORKS

CARL GOEBEL
ADMINISTRATOR

1800 S.W. SIXTH AVENUE
PORTLAND, OREGON 97201

TECHNICAL
SERVICES UNIT

MAY - 8 1980

May 7, 1980

Mr. R. N. Bothman, Metropolitan Administrator
Oregon Department of Transportation
5821 N.E. Glisan Street
Portland, Oregon 97213

Attention: Mr. Gary Kennen, Utilities Engineer

Subject: 60-inch Water Main Installation - Crossing Macadam Avenue (Oswego Highway) at S.W. Taylors Ferry Road

Gentlemen:

Transmitted herewith are plans and revised specifications together with a revised draft agreement between the State and City for the installation of a 60-inch water main crossing the Oswego Highway at S.W. Taylors Ferry Road. The agreement revisions provide for including a bid item for the main crossing in the proposal for the improvement of Macadam Avenue and reimbursement to the State for actual costs incurred in connection with its installation.

A suggested bid item for the main installation is as follows:

| Quantity | Description |
|---|---|
| 820 linear feet | (Alt.A) 60-inch Concrete Cylinder Water Main at $_____ per lin.ft. |
| | (Alt.B) 60-inch Steel Water Main at $_____ per lin.ft. |

The estimated quantities and cost estimate are as indicated in our March 13, 1980 letter.

If the agreement revisions proposed are acceptable, it will be necessary for the City Attorney's office to review the agreement before it can be executed by

REFERRED TO
BY FINAL DESIGN ENGINEER
Board ✓ Stoudenmire
Cole Main
Erikson Watson
Heger Born
Return Discuss Do File Copy Due
Vanweeg
Anderson
Chris
Olson
Sullivan
Terpin
Trout
Wakeling

RECEIVED
MAY 12
ROAD DESIGN
SECTION

RECEIVED
MAY 09 1980
RR & UTILITY UNIT

the City Council.

Please contact Greg Neustel, Project Engineer, at 248-5328 if additional information is needed to proceed in this matter.

Sincerely,

Carl Goebel, Administrator

R. P. Norseth

P. Norseth, P.E.
Chief Engineer

GN:cw

Enclosures

xc: Duane Christensen
Jack Sullivan

NOTED
E. S. HUNTER

ROW 18-4

May 7, 1980

Mr. G. L. Green
Division Administrator
Federal Highway Administration
530 Center St. NE, Suite 100
Salem, OR 97301

Water Facility Relocation
Bureau of Water Works
City of Portland
SW Bancroft-Sellwood Bridge
Lake Oswego Highway (Macadam Ave.)
Multnomah County
Project No. IX-9565(12)

Here is a copy of an estimate of cost to adjust Bureau of Water Works' facilities dated April 21, 1980, and a sketch showing their proposed relocation.

A certification prepared by Gary Kennen as to the Bureau's rights in the land occupied by their facilities is in our files.

The relocation of utilities is the City of Portland's responsibility. The conflict was anticipated. The Bureau was advised verbally of the conflict as soon as it was known. The relocation agreement will, therefore, consist of verbal notification of conflict, the estimate and sketch submitted herewith and our letter authorizing them to proceed with the work.

An appropriate permit for the utility's proposed relocation will not be issued as it is a City-owned utility on City street right of way.

The State is not entitled to a credit for expired service life under the provisions of Paragraph 9b (1) (b) of PPM 30-4, as the relocation involves a segment of facilities less than one mile in length and crossing(s) of the project by the facilities.

There will be no betterment derived from the proposed adjustment of the Bureau's facilities.

Your approval of the actual cost agreement, as evidenced above and authorization to proceed with the work under the provisions of PPM 30-4 and 30-4.1 is requested. Estimated cost to the State is $120,360.

Yours truly,

D. E. Swan
Operations Programming Engineer

JMC/vlw
Enc.
cc: E. S. Hunter
Jack M. Cartwright
Gary Kennen

4-22-80

# BANCROFT - SELLWOOD
## MACADAM AVE.

Macadam Ave @ Pendleton (15% Match CITY) I-505 CONST.

TOTAL COST = $74,790 FED FUND = 63,572 CITY = $11,218

Macadam Ave. @ Virginia, Florida, & Nebraska (9% ST. - 6% CITY) I-505 CONST.

TOTAL COST = $229,480 Fed. Funds = $195,058 STATE = $20,653 CITY = $13,769

Macadam Ave. @ Nevada, Bancroft, Sellwood Br., Hamilton Ct., & Signal Interconnect (15% CITY) M.H. CONST.

TOTAL COST = $322,270 Fed. Funds = $273,926 CITY = $48,344

Bancroft - Sellwood, Macadam Ave., Grading (15% CITY) M.H. CONST

TOTAL COST = 3,066,000 Fed Funds = $2,606,100 CITY = $459,900

[illegible] (15% CITY) M.H. CONST

TOTAL COST = $720,000 [illegible] CITY = $108,000

[illegible] MH = $1,168,270 } $4,[illegible]
[illegible] = 4,[illegible] }

[illegible] [illegible] = [illegible]-6) $3,[illegible]

$[illegible]

[illegible]

OREGON STATE HIGHWAY DIVISION
Traffic Engineering Section
Signal Design Unit

Rec'd 4-22-80

TRAFFIC SIGNAL COST SUMMARY

Date April 1980

Project: SW Bancroft St - Sellwood Br Sec

Highway: Oswego

County : Multnomah

Prefix : 326-1989
26-1913

Scheduled for Letting: June 26, 1980

Type of Project : FAI-X (505)&(MH)

Completion Time : 260 Calendar Days

BID SCHEDULE

| No. | Item | Unit | Quantity | |
|---|---|---|---|---|
| 1. | Traffic Signal Installation, Complete | Lump Sum | All | $ 510,259.00 |
| 2. | Fire Preemption System, Complete | Lump Sum | All | $ 0 |
| 3. | Mobilization | Lump Sum | All | $ 40,816.00 |
| 4. | Other _____ | _____ | _____ | $ 0 |
| | _____ | | | |
| | Estimated Signal Contract Cost | | | $ 551,075.00 |

ANTICIPATED ADDITIONAL ITEMS

| | | |
|---|---|---|
| Striping | $ — | |
| Signing | $ — | |
| Controller Testing | $ 5842.00 | $ 5842.00 |
| Engineering and Contingencies (12.5) | | $ 69,615.00 |
| ESTIMATED SIGNAL PROJECT COST | | $ 626,531.00 |

COMMENTS: Pendleton St - 11.94%
Miles St, Boundary St, Nebraska St (505) - 36.63%
Nevada St, Bancroft St, Hamilton St, Sellwood Br, Interconnect (MH) - 51.43%

Form 81-734-3049

OREGON STATE HIGHWAY DIVISION

TABULATION SHEET

SHEET ..... OF ..... SHEETS

SW Bancroft St - Sellwood Br Sec

## Contract Cost Summary

| Intersection | | Material | Labor | Misc Cost | Profit | Traffic Sig Complete | Mobilization |
|---|---|---|---|---|---|---|---|
| Pendleton St* 326-1989 | | 34,180 | 16,534 | 1405 | 8433 | 60552.00 | 4844 |
| Boundary St* 326-1989 | | 33,772 | 16,793 | 1427 | 8423 | 60,415.00 | 4833 |
| Nebraska St* 326-1989 | | 32,694 | 16,097 | 1368 | 8123 | 58,282.00 | 4662 |
| Nevada St 26-1913 | * | 28,958 | 14,009 | 1190 | 7144 | 51,302.00 | 4104 |
| Bancroft St 26-1913 | ? | 12,000 | 2,000 | 170 | 2200 | 16,370.00 | 1309 |
| Miles St (Virginia) 326-1989 | ? | 36,988 | 19,520 | 1659 | 9452 | 67,619.00 | 5409 |
| Sellwood Br 26-1913 | | 1000 | 2000 | 160 | 550 | 3710.00 | 296 |
| Hamilton Court 26-1913 | | 1000 | 2000 | 160 | 550 | 3710.00 | 296 |
| Signal Interconnect 26-1913 | | 43,684 | 107,443 | 9132 | 28,040 | 188,299.00 | 15,063 |
| | | 224,276 | 196,396 | 16,671 | 72,915 | 510,259.00 | 40,816 |

Form 81-734-3049

OREGON STATE HIGHWAY DIVISION

TABULATION SHEET

SHEET ..... OF ..... SHEETS

SW Bancroft St - Sellwood Br

## Contract Cost Summary

| Total Contract | Anticipated Items | | Total Project | FAI-X Match Funding | % of Total |
|---|---|---|---|---|---|
| | controller testing | | | | |
| 65,396.00 | — | 1081 — | 66,477.00 | (505) | 11.94 |
| 65,248.00 | — | 920 — | 66,168.00 | (505) | 11.88 |
| 62,944.00 | — | 920 — | 63,864.00 | (505) | 11.47 |
| 55,406.00 | — | 920 — | 56,325.00 | ~~(505)~~ (MH) | 10.12 |
| 17,679.00 | — | 1081 — | 18,760.00 | (MH) | 3.37 |
| 73,828.00 | — | 920 — | 73,948.00 | (505) | 13.28 |
| 4006.00 | — | — — | 4006.00 | (MH) | 0.71 |
| 4006.00 | — | — — | 4006.00 | (MH) | 0.71 |
| 203,362.00 | — | — — | 203,362.00 | (MH) | 36.52 |
| 551,875.00 | — | 5842 — | 556,916.00 | — | 100.00 |

Item 9183

$4,172,000 Exclusive of Illumination

$4,172,000

| | | |
|---|---|---|
| 2,066,000 | Design Est. | TOTAL EST COST |
| 600,000 | Illumination | 4-22-80 |
| 120,000 | E&C | |
| 626,500 | Signals | |
| $4,412,500 | TOTAL | |

| | TOT | Fed. |
|---|---|---|
| Bancroft - Sellwood | 3,066,000 | 2,606,100 |
| Illumination | 720,000 | 612,000 |
| Signals | 626,500 | 532,525 |
| | $4,412,500 | $3,750,625 |
| 5-19-80 Davis Hill, Marklote | $4,853,335 | $4,125,335 |

Contract will Progress this amount.

STAFF REP. 65

| | Fed. | |
|---|---|---|
| Const. | 3,016,304 | Banc - Sellwood |
| " | 26,573 | Pendleton Sig. |
| " | 400,000 | New TR. Sigs. |
| | $3,442,877 | |

STAFF REP. 67 Pg 4 #11

Const. Banc. - Sellwood = 3,230,039

# STATE OF OREGON
# MICROFILMED PUBLIC RECORD

( IN ACCORDANCE WITH THE PROVISIONS OF ORS 192.040 THROUGH 192.070 )

| NAME OF AGENCY |
|---|
| OREGON DEPARTMENT OF TRANSPORTATION |
| TITLE OF RECORD SERIES |
| CONSTRUCTION CONTRACTS |
| ARRANGEMENT OF RECORDS |
| CONTRACT NUMBER |
| INDEX |
| NONE |

INDEXING BEGINS WITH : (CONT. FROM 218) #9147 (1980) ENDS WITH #9183 (CONT. ON 220) (1980)

FLASH CARDS:

REMARKS: _____

| CAMERA: MAKE AND MODEL | FILM TYPE | REDUCTION RATIO | REEL NUMBER | PROJECT NUMBER |
|---|---|---|---|---|
| BELL AND HOWELL FILEMASTER | 16MM AHU | 21X | 219 | |

## CAMERA OPERATOR'S CERTIFICATION

I CERTIFY THAT I HAVE ON THIS 31st DAY OF July 1991 PHOTOGRAPHED THE DOCUMENTS APPEARING ON THIS ROLL OF FILM, THAT THEY ARE TRUE COPIES OF DOCUMENTS FOUND IN THE RECORD FILE DESCRIBED ABOVE, AND THAT THE INTEGRITY OF THE ABOVE DESCRIBED RECORD FILE HAS BEEN MAINTAINED ON THE FILM BY MICROFILMING EACH DOCUMENT IN THE EXACT ORDER IN WHICH IT WAS FOUND IN THE FILE WITH THE EXCEPTION, IF ANY OF DOCUMENTS OMITTED BECAUSE OF TECHNICAL DIFFICULTIES AND / OR BY ERROR, AS INDICATED ON THE FILM IN THE CROSS REFERENCE NOTES OR RETAKE CERTIFICATE.

I FURTHER CERTIFY THAT THE MICROFILM ON WHICH THESE DOCUMENTS ARE RECORDED WAS PROCURED AS PERMANENT FILM OF THE SLOW BURNING CELLULOSE ESTER OR POLYESTER TYPE KNOWN AS SAFETY PHOTOGRAPHIC FILM. THAT THIS FILM CONFORMS TO THE APPLICABLE STANDARDS OF THE AMERICAN NATIONAL STANDARDS INSTITUTE; AND THAT THE PROCESSING CONFORMS TO THE STANDARDS FOR PERMANENT FILM; AND THAT SAMPLES OF FILM PROCESSED BY THIS SERVICE ARE PERIODICALLY TESTED TO ASSURE CONFORMANCE WITH THESE STANDARDS.

Karen L Roth

SIGNATURE OF CAMERA OPERATOR

731 0299 (4-90)